



TRaction APR/MAY 2023

Traction is the monthly journal published by The Triumph Sports Owners Association (Victoria) Inc
Australia Print Post Publication No. 100004942. Price \$5.00



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Porsche 6 Hour

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Autumn Gold

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Dove tales from Bathurst

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Tour for Florence



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YOU GET A COPY!**

To celebrate 60 years of TSOA, a limited number of commemorative books (numbered 1-200) have been published. The book covers 60 years of TSOA's history with over 314 pages and 1,225 photographs.

The book captures a glimpse of each decade covering events from social to competition and lots more in between. The book is a great example of TSOA's history which would interest any past or present TSOA member or British car enthusiast.

The book is available to purchase on-line through the TSOA website if you are a TSOA Member. The cost including postage and handling, \$66.00 or \$50 at a TSOA event. If you know a past member or anyone who may like to purchase a copy please contact Larry Mundell.
email: larrybultaco@hotmail.com



TRACTION ADVERTISING

ADVERTISING

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 Sales and Wanted Ads will continue to run for 3 editions of *TRaction* unless the editor is notified prior.

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 Road

DINNER: From 6.30 pm. Meals from \$15.00. Seniors – \$15 for 3 courses.
Prices may be subject to change.

Ample Parking.

NB: Meeting starts at 7:30pm.

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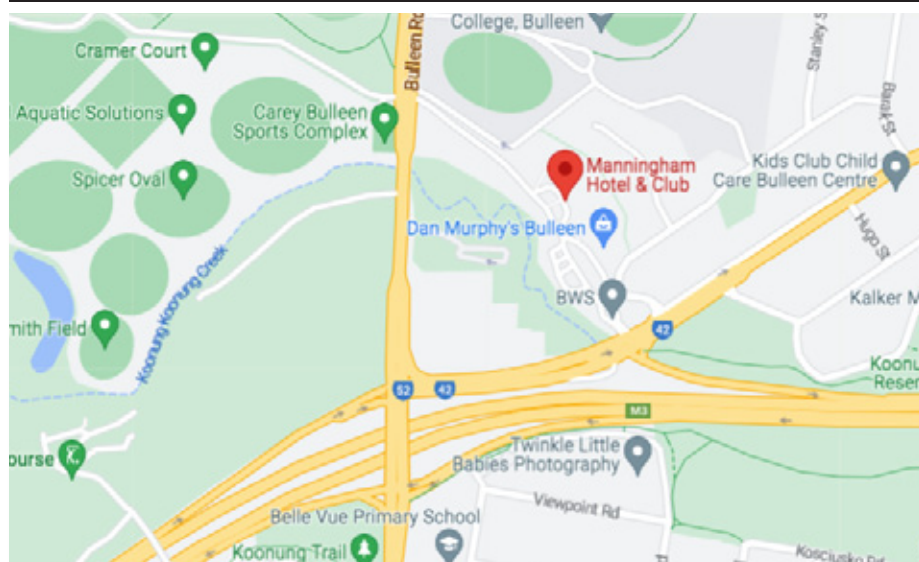
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40 Years	Black/Gold
45 Years	Royal/Silver
50 Years	Orange/Silver



LIFE MEMBERS



Ron McQuade (Dec)
Eddie Duckett (Dec)
Bob Morrow
Jim Gallagher
Graeme White
Cath Macdonald
Ray Cook (NSW)
Phil Webb
George Stephen
Philip Johnstone
Graeme Haymes
Bruce Shaw (Dec)
Jan Shaw
Ron Farrugia
Robert Splatt
Lindsay Coleman
Ursula Weidenmüller
Roger Mannett
Alister Ondarchie
Roger Jeary

Contact Us:

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

NB: Note new address

TSOA Banking Details
BSB 033-000
Account No 910275
Triumph Sports Owners Association
Vic Inc.

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
David Kelly m: 0439 872 723
Phone: 03 5267 2163
dpkelly37@ozemail.com.au

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

*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 4 issues. Feb–March; April–May; June–July; Aug–Sept; Nov–Dec. Contribution deadlines for these editions will be published via the TSOA email updates and published in the editor's report in TRaction.

DISCLAIMER

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Traction is published by the Triumph Sports Owners Association Victoria Incorporated, (TSOA) Reg. No. A6452. ABN 65 357 716 405 GPO Box 5020, Melbourne VIC. 3001 Registered by Australia Post as Print Post Publication No. 100004942.

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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

George Stephen

Email: traction@tsoavic.au

WEB ADMINISTRATOR

Cam Webb

Email: web@tsoavic.au

SOCIAL SECRETARY

Keith Atherton

Email: events@tsoavic.au

EVENT COORDINATORS

Social Conveners:

Liz Haylock and George Coulter

Morning Coffee Convener: Jim Cain

Liz: lizhaylock@tpg.com.au

George: jwgh@optusnet.com.au

Jim: nangrump@bigpond.com

CLUB PERMIT SCHEME CO-ORDINATOR

Ian Cowie

Mobile: 0409 694 409

Mobile: 0409 694 409

Email: plates@tsoavic.au

Address: PO Box 201 Park orchards, 3114

NB: NEW EMAIL ADDRESSES

Many TSOA members have reported issues receiving our e-blasts and membership renewal reminders for some time. We are pleased to announce we are upgrading our email systems to a more secure and robust solution!

In addition to our existing domains, we have purchased tsoavic.au for shorter email addresses and website URL <https://tsoavic.au>

Although some of our old email addresses will continue to work, we encourage everyone to **update their contact details**.

Over the next few months, we aim to resolve the difficulties with renewing memberships and streamline several processes. These improvements will reduce our workload and troubleshooting enquiries too.

Cam

DELEGATES

MOTOR SPORT AUSTRALIA (MSA formerly CAMS)

Phil Nicholson

Email: philnictr8@yahoo.com.au

MARQUE SPORTS CAR ASSOCIATION (MSCA)

Michael Kip

Email: michaelkip@iinet.au

ASSOCIATION OF MOTORING CLUBS (AOMC)

Phil Johnstone

Email: pjohnsto@melbpc.org.au



Cover, main pic Autumn Gold, Prez at AGP, Dove in Bathurst and Tour for Florence

You'll notice in this magazine that Girl power is evident, we have articles written by Jan Mason, Liz Haylock, Lorraine MacDonnell and our new correspondent Linda Harper. Fran Madigan (Editor of TCCV Vic) has

EDITOR'S REPORT

supplied us with a great article on Giovanni Michelotti. We have articles that celebrate the contributions women have made to the auto world.

Linda Harper is happy to write for us even though she is not a member. Many thanks for contributing Linda, it is greatly appreciated!

HELP! I need your help! I ask any member who is attending a competition event, a drive or social event to please take a few photos (on their phone if you haven't taken a camera) and send them to me please.

Thank you to Graeme White, Peter Lane, Brian Watson, Mark Campbell, Geoff Wilson, Gavin Rowson and others who have all contributed to

this months magazine. I value your support.

George Stephen

Email: traction@tsoavic.au

Traction Deadline Dates

June/July
20 July 2023

Aug/Sept
20 September 2023

Oct/Nov/Dec
8 December 2023

Jan/Feb
20 February 2024

Mar/April
20 March 2024

traction@tsoavic.au

Remember to visit the TSOA website for more up-to-date event details: <https://tsoavic.au>

Sunday 3-4 June	MSCA Round 5 The Bend	Michael Kip	compsec@tsoavic.au
Tuesday 13 June JUNE GENERAL MEETING	Manningham Club Hotel, 1 Thompsons Rd Bulleen	NB: New Start time is 7:30pm	
Tuesday 11 July JULY GENERAL MEETING	Manningham Club Hotel, 1 Thompsons Rd Bulleen	NB: New Start time is 7:30pm	
July 29 – 30	Phillip Island 6 Hour 2023 Round 2 of the Victorian Regularity Series	Michael Kip	compsec@tsoavic.au
Tuesday 8 August AUGUST GENERAL MEETING	Manningham Club Hotel, 1 Thompsons Rd Bulleen	NB: New Start time is 7:30pm	
Sunday 20 August	All Triumph Challenge (ATC) Winton Motor Raceway	Michael Kip	compsec@tsoavic.au
Saturday 9 September	MSCA Round 7 Phillip Island	Michael Kip	compsec@tsoavic.au
Tuesday 12 September SEPTEMBER GENERAL MEETING	Manningham Club Hotel, 1 Thompsons Rd Bulleen	NB: New Start time is 7:30pm	
Tuesday 10 October OCTOBER GENERAL MEETING	Manningham Club Hotel, 1 Thompsons Rd Bulleen	NB: New Start time is 7:30pm	



Our private Facebook page:

<https://www.facebook.com/groups/201561347250587>
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Our line up of cars at the Australian Grand Prix

Well, it seems there is always something to do with the TSOA (Vic)... in my last report we experienced one of the larger displays of classic cars and Triumph played its not insignificant part, and this time we are operating in another space altogether – the Australia Grand Prix which was as always a record breaking unmitigated success!

There were literally hundreds of cars manoeuvring for display spots while

all the while dealing with standing water almost anywhere one ventured on the Albert Park site. This was fun and I know this because I put the 'Silver Bullet' on display too. There is even a picture somewhere in this esteemed TRaction.

The ATC (All Triumph Challenge) is certainly getting a lot of interest of late as is our efforts on the Winton Motorkhana facility with the LOTUS Club expressing an interest to share

the day and event with us. Fun For ALL is the promise.

At various times we all face our demons and difficulties and the support we receive from friends and family vital. I am aware that several TSOA members are experiencing ill health in one form or another and to them all we offer our prayers and sincerest best wishes for a speedy recovery.

Prez

TSOA Briefs

Club Regalia

Expression of interest sought for retro regalia.

1970-1980's windcheaters

Dark blue with large white TSOA shield on the front
And white T.S.O.A. letters on the back [75mm]

IF ANYONE HAS AN ORIGINAL JUMPER COULD
THEY PLEASE CONTACT Brian or Roger.

Short run's of 10 available Approximate cost \$65 each

Contact: Brian Watson wattob@bigpond.com
 Roger Jeary roger.48@bigpond.com



Artists impression
of windcheater

COMPETITION SECRETARY'S REPORT

2023 Competition to May

MSCA have conducted a round at Sandown 18th of March as a precursor to the Porsche 6 hour, Winton on the 15th of April and a round again at Sandown on the 7th of May.

April 23 the Victorian State Races were held at Winton with Triumph matching the MG's in the MG and Invited Racing series.

Keith Ondarchie in his Stag took 2nd placing overall with the smallest error on the last lap potentially costing Keith a 1st outright for the round.

Trevor Lindsay, from South Australia, in his GT6 took out 4th overall with Gordon Bunyan - Spitfire , 8th placing, Shirley St John Cox - TR7V8 taking 9th, Alana Ondarchie - Stag getting 10th with Rob Splatt in his TR6 achieving 15th after some car problems curtailed his round early.

Vision of the MG and Invited Racing is available on the Blendline TV Youtube channel. You can click and drag the play to 6 hours and 18 minutes of the video for Race 3 on Sunday. [https://](https://www.youtube.com/watch?v=Os3-t2Damv0&t=24430s)

www.youtube.com/watch?v=Os3-t2Damv0&t=24430s

If we have demand I can download and edit out just the MG Invited Triumph Races and upload to TSOA YouTube channel. It does take a fair bit of time to download 8+ hours of video, edit out all the dross Hyundai, HQ's etc racing to get to the essence of the proper cars then to upload the file to the TSOA Channel. It's up to what you all in TSOA World would like to see on the TSOA channel. Write your demands to the Editor!

Winton April round was a smaller field than normal with only 5 run groups but we all got 5 runs for the day. The weather was fantastic with no real incidents on the day and with PB's (Personal Bests) everywhere. Great stuff. I did a PB myself then fell off in dramatic fashion at Turn 3 going for another quickish lap. Quickish for me anyway ha ha.

Worse was in store at a wet Sandown with less than satisfactory tyres from my point of view!

Video of both misadventures can be found online on Kippys Wedge Youtube or they can be uploaded to TSOA Channel if there is demand. Refer mentions previously by contact with Traction Editor.

TSOA are currently in talks with Lotus Victoria re the Saturday prior the Triumph Challenge. It looks very exciting as Lotus will be running a Driver Training car control day of the skidpan with a Theory evening prior. Places will be strictly limited as you may imagine. More information will be forth coming and published to the website, distributed by Traction and E Blast as it comes to hand

Here ends this Competition Report by a humbled rather mortified TR7 driver.

Kippy



TSOA 2023 COMPETITION RESULTS

Driver	Car	PI MSCA January	Associate	Sandown State	PI Historics	Sandown March	Associate
Nick Haymes	TR6	899.44					
Ursula Weidenmüller	TR6	480.33				918.18	
Peter Delmodes	2500TC	769.02					
Brian Watson	TR7	939.59				840.34	
Mark Campbell	TR7V8	903.1				652.7	
Jan Mason	Boxster		766				
Rob Splatt	TR6 / Porsche		890.32			937.29	
Emma Alipan	Mercedes		-229.05				
Ed Ferguson	TR7V8	747.88				645.71	
Michael Kip	TR7	872.04				978.79	
Phil Nicholson	Lotus		961.52				903.64
Trevor Lindsey	GT6			933.25			
Keith Ondarchie	Stag			813.62			
Geoff StJohn Cox	TR7V8			915.2			
Alister Ondarchie	TR7 Sprint			979.71			
Alana Ondarchie	Stag			961.65			
Gordon Bunyan	Spitfire			958.2	909.68		
Ian Cowie	GT6			910.45			
Shirley StJohn Cox	TR7V8			825.34			
David Orchard	TR2				797.42		
Paul Hogan	GT6				855.69		
David Kelly	TR7 V8						
Ed Ferguson	TR7V8						
Rob Casson							



Mikes view. going off at Turn 3



The MSCA Calendar 2023

Sunday 3-4 June
Round 5 The Bend

July 29 – 30
Phillip Island 6 Hour 2023

Round 2 of the Victorian Regularity Series

Sunday 20 August
Round 6 Winton Sunday 20
Inc TSOA Challenge ATC

Saturday 9 September
Round 7 Phillip Island

Sunday 22 October
Round 8 Sandown

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

TSOA Competition scoring

Here is how the scoring works:

All lap times are downloaded from Natsoft

An individual drivers fastest lap and 4th fastest lap of the day are entered into the Championship equation.

Fastest lap minus 4th fastest lap time is recorded in thou of a second.

Each second of time difference is 100 points deducted from a starting score of 1000 points.

Example

Fast lap 100.050 seconds

4th fastest lap is 100.950 seconds

Difference in time .9 seconds equating

to 90 points lost for the round

1000 points minus 90 points equals 910 points scored for the round for the driver.

All scores recorded during the competition year will be tabulated for each driver with the best 3 results used.

Minimum events required to qualify for the Drivers Championship is 3 rounds and the driver with the highest score becomes the Driver's Champion.

Scoring of results will be published in each issue of Traction .

Michael Kip
Comp Sec

TSOA 2023 COMPETITION RESULTS Continued

Driver	PCV 360	Associate	Winton MSCA	April Associate	Winton State	MSCA Sandown May	Associate
Nick Haymes							
Ursula Weidenmüller			451.86				
Peter Delmodes			712.87				
Brian Watson			887.89			811.18	
Mark Campbell			952.08			840.2	
Jan Mason							
Rob Splatt	948.82				894.12		398.5
Emma Alipan							
Ed Ferguson							
Michael Kip	970.09		948.45			760	
Phil Nicholson		667.71		882.56			924.62
Trevor Lindsey					913.3		
Keith Ondarchie					901.13		
Geoff StJohn Cox							
Alister Ondarchie							
Alana Ondarchie					956.82		
Gordon Bunyan					933.73		
Ian Cowie							
Shirley StJohn Cox					919.77		
David Orchard							
Paul Hogan							
David Kelly	791.19						
Ed Ferguson	924.28						
Rob Casson							941.24

Web Admin update

Back in October 2022, the committee approved a proposal to update our email system to improve how the committee works. We migrated our emails to a new enterprise Google Workspace account during Christmas. The migration quickly proved successful, and the committee has collaborated more easily. Things will only improve as we become more familiar with the tools available. As a non-profit organisation, TSOA Vic qualifies for free accounts with additional room to grow if needed. I was able to migrate everything across quickly without too much disruption.

Previously the committee used Zoom to conduct its monthly meetings costing \$392 annually. We replaced the subscription with Google Meet, which was included for free in our new accounts.

See TSOA on YouTube

A new YouTube channel has been created so we can publish our own Triumph videos.

youtube.com/@tsoavic

Please subscribe to the channel so you can be notified when a new video is uploaded. Subscribing to the channel would greatly help the committee so we don't need to inform everyone manually and can instead leverage the existing YouTube notification features.

Membership

We investigated upgrading our existing Membership portal. However, the quote received was well over budget, costing \$10,613. Any migration this year is not feasible, but we will continue to look at options. We are still working to mitigate the membership renewal issues many

experienced previously.

Our website and Membership portal are separate systems that can't talk to each other. The setup proves troublesome, with many manual processes still in place. It does not have the flexibility to offer a public store for regalia and All Triumph Challenge entries or record RSVPs to Coffee Runs or larger events.

If you know of an excellent Club Management system, please email web@tsoavic.au with details.

What's in the pipeline:

Improve E-blast delivery - work in progress.

Membership renewals - July

All Triumph Challenge - August

Cam



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. This streamlined approach ensures that you won't miss any new videos posted about the club or exciting content. Subscribing to the YouTube channel demonstrates your support for the club and its activities

while helping the committee focus on other improvements rather than managing multiple communication platforms. So, hit that subscribe button and enjoy hassle-free updates tailored specifically for TSOA Vic club members!



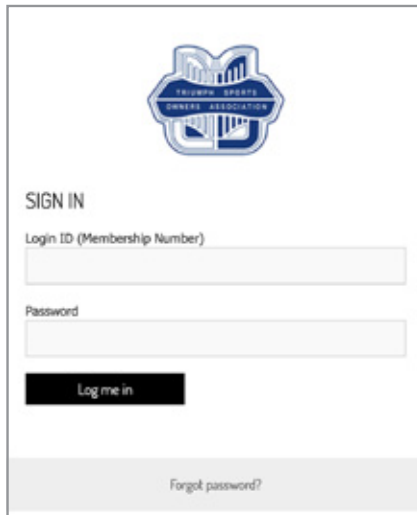
Morning Coffee Dates

May 31st	10.30am	Warran Glen Nursery Café	373 Warrandyte/Ringwood Rd WARRANDYTE	9844 3027	Melways 35J1
June 28th	10.30am	Growling Frog Restaurant	1910 Donnybrook Rd YAN YEAN (TBC)	9716 3477	Melways
July 26th	10.30am	Living Legends Café	Oaklands Road GREENVALE	9307 1165	Melways 177J10
August 30th	10.30am	Café 23	193 Warrandyte Road NORTH RINGWOOD	9876 1344	Melways 49 J3
September 27th	10.30am	Sandbar Beach Café	175b Beaconsfield Parade MIDDLE PARK	9645 0250	Melways 2K12
October 25th	10.30am	Garden World Nursery Café	810 Springvale Road BRAESIDE	9769 1019	Melways 88H10
November 29th	10.30am	Ora D'Oro Café	28 Hewish Road CROYDON	0470 207 514	Melways 50K3

How to renew your TSOA membership

Go directly to <https://tsoavic.360membership.com.au/>

OR go to the **TSOA website**, then under the **Members** drop down menu, click Renew Membership.



Enter your TSOA membership number, and password.

Then click on the "Log me in" button.

If your password is unknown, click on the "Forgot password?" button. You will be sent an email with a link to reset your password. This uses your email address on file.

Renew your membership

In the main menu, click on My Membership.

Then click on Subscription

A button should be available to renew.

Need help?

If you have issues with updating your details or don't receive the password reset link, please email Cam via web@tsoavic.au with your membership number, name, contact phone number and description of your issue.

Update your membership details

In the main menu, click on My Membership.

Then click on My Profile

Update your details.

Click Save.

*** TSOA MEMBERSHIP IS DUE 30TH JUNE ***

TSOA welcomes our New Members

Steven & Emma Alipan

Kevin & Ann Payne

Ray Delaney

Peter Owen & Louise Simmonds

Simon Stanton-Yeomans

1974 Spitfire

1967 TR5

1976 Dolomite

1966 Spitfire

Terence Wallis

Spiro Ellul

Ray Delaney

Chris Liokos

Rodney Knight

1954 TR2

1975 Stag

1967 TR5

1978 TR7

1965 TR4A

BADGES



Name Badges

Have you lost, not received your name badge or in need of a replacement? Please let our Membership Secretary know.

We encourage all to members to wear their names badges at all events.



Years of Membership Badges

Have you not received your Years of Membership Badge? They are formally handed out each year at the TSOA Presentation night during the February General Meeting. If you are unable to attend this meeting and would like to collect your badge please let our Membership Secretary know.

Introducing a new writer

Hi Everyone,
My name is Linda Harper and I have been involved with so many areas of Motorsport I have to stop to count them all. (That's Trouble!)

Starting at the beginning is a novel within its self so here is a brief outline!

1st experience with cars was the Farm tractor, followed closely by the paddock bomb.

Competition wise I first raced Motorcycles in scrambles, but after many a mid air altercation and subsequent hard landing, trashed leathers I decided to look for something that was slightly more protective.

Car clubs followed with Toyota and Mazda, Club sprints, inter club challenges and Motorkanas/Auto-crosses in my Trusty RX 3 Coupe that quickly became bridge ported.

Next was the big jump to obtain a Fully Competition Licence and to make my first race/round at Winton, drove to SA to obtain my CAMS licence before the event and joined The Austin 7 Club in SA.

I raced Sports sedans - Victorian championship in a Toyota Corolla, this included races at all major race tracks in SA, NSW & Victoria for ten years. (Oh the stories I could tell)...

Over the years I have also assisted and crewed for numerous other forms of motor sport, Rally, Top end Sports Sedans, Aus Cars, Nas Cars, V8 Super Cars, Brute Utes, 2 Bathurst 24hrs, 12 Targa Tasmania's, Targa High country/ Mt. Buller and Historic Racing.

Currently running and have for the last ten years The Victorian Hillclimb championship alternating between Improved Production and Sports sedan classes and including 5 National Hillclimb championships around Australia in a Toyota Corolla Twin Cam.



Over the period of time I have met so many fabulous people in Motorsport and characters with brilliant stories who have become life time friends. Sometime feel I was a little bit before my time with assistance now for women in Motor sport, hopefully I will be at this for many more years yet... I always try to champion all sexes in the sport who have a talent but do give special credence to the women who have a go.

Linda Harper



TR2-5 - TR6 - TR7 - TR8 - SPITFIRE - STAG
GT6 - 2000 - 2500 - 2.5PI
DOLOMITE - SPRINT - HERALD - VITESSE

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SEE OUR
SOCIAL MEDIA

Rob Roy Revival

18 -19 March 2023

Australia's Oldest Hillclimb put on a spectacular Sunday Event.

Despite the set back off Saturday being a Total Fire Ban, Sunday certainly turned on a show with a magic day.

The main highlight was the opening of the re configured & resurfaced circuit inclusive of sealed entry and return road, flattening of the start line and new tyre cleaning area & the highly talked about Bus stop..

The event called The Inaugural Rob Roy Revival Hillclimb was loosely based on the Goodwood festival. Put on by the MG Car Club Victoria, with collaboration from the VHRR.

Grand Prix Cars, Open wheeler Sports Cars and Touring Cars of various eras put on a fabulous show. Displays of classic cars & motorcycles added to the festivities.

Featuring the classic marque "Elfin Cars" with Laurie Bennett driving the ex Garry Coopers Elfin 600B Formula 2 Car, setting fastest time of the day with a 26.66 to take outright victory on the new track.

Stepping back in time with classic car displays, local food, 50 & 60s Mens and Ladies fashion, white overalled officials and car crews spread across the pits. Music, entertainers, trade stalls and High Tea with Scones, Jam and Cream held in one of the three new rotundas.

There was a strong field of 79 Cars with approximately 6 runs each for the day. The addition of three new spectator stands made viewing



Photos Top to Bottom: Keith & Rob, Alana, Alister and
Pics by Noah Thorley

enjoyable.

The energy and enthusiasm provided was infectious, spectators and competitors who attended were so positive, excited with huge smiles and talking about the new facilities . Everyone sharing in the delight of the event & these magnificent machines with such a passion for the sport.

Two time Bathurst winner John Bowe AM was the patron for the meeting, he competed in a Chevrolet Corvette taking P2 in the Sports & Racing Cars class. A special raffle was held to raise money on the day for his chosen charity.

The MG Car Club having succeeded with its application to the Victorian Govt's Community Motorsport Program receiving approximately \$494,894. The MG Car Club Victoria have worked very hard, especially over the last 12 Months to bring this event to fruition culminating in an amazing

outcome, such a great achievement! A special mention to all the volunteers who gave off their time & support.

In the Pre-War Sports & Racing Cars, David Bishop grabbed the win in his Austin 7.

The Historic Sports & Racing cars up to 2000cc went to Graeme Raper in a George Read Ford Special Monos, whilst the Post-War sports & Racing Cars up to 1500cc went to Mark Pitman in his MG TC. In the Saloons & Touring Cars, Peter Weymouth-Wilson took the win in his Morris Cooper S

There were two triumphs competing, John Orchard in a Triumph TR2 & Declan Foo in a Triumph TR3A.

A truly great day had by all and anticipation of an even better event to come next year.

Linda Harper

Pics by Noah Thorley

<https://www.noahthorleyimages.com/>



A Triumphant pioneering Lady

An extract from *Triumph in America* by Michael Cook

In 1953 Standard-Triumph dealt with only one distributor in the West, Cal Sales. Founded by Dorothy Deen and her fathers, Arthur Anderson, Cal Sales controlled Triumph marketing west of the Mississippi though an agreement made directly with Sir John Black. Typical of the distributors appointed by European manufacturers, Cal Sales invested in major facilities to support Triumph Sales. Stock parts, handle warranty claims, etc. It performed all functions usually done by the manufacturer in the home territory.

Dorothy Deen had begun her experience with imported cars like many other Americans, by owning a MG-TD, but she turned her enthusiasm into a business. With backing from her father, she and her partner, Paul Bernhardt, started an imported accessories company. The company sold luggage racks, wind wings, aluminium valve covers and other items dear to the hearts of sports car nuts at the time. The brand name was Doretti, a sort of Italian corruption of Dorothy.

Cal Sales sold TRs. Cal Sales also provided the name and took on the distribution for the Doretti, a low volume roadster built with Triumph running gear by Swallow Coachbuilding, a Tube Investments subsidiary.

Dorothy Dee, was a highly capable chief executive in the 1950s, when women seldom held top jobs in business. She took advantage of her looks and personal style to help market Triumph products like the TR10 estate wagon and sedan. By the end of 1959 Cal Sales had sold 15,000 Triumphs, the majority being the sports cars TR2, TR3 and TR3A.

Other Triumph History from the book.

Triumph was a industry leader in installing hydraulic brakes in 1925. Ford did not use them till 1939 and Jaguar took to 1949!

Donald Healey started rallying using Triumph Super Sevens in Britain and Europe, with great success in 1929. These sporting successes and Triumph's popularity in



Dorothy Deen with a TR3 and a Swallow Doretti (below)

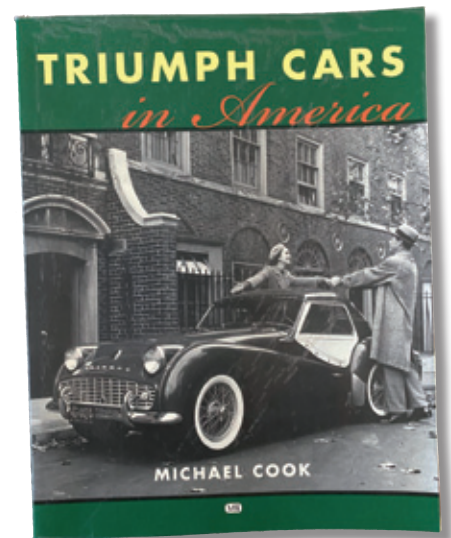


Australia led to Triumph building factory-bodied sports cars called Southern Cross. Donald Healey was hired as a chief engineer in 1935.

Book Review: *Triumph in America* by Michael Cook

This is a great book with lots of good information about the story of the Triumph sports cars in the USA. Michael Cook a Triumph enthusiast was with Triumph, almost from the beginning, but for a brief sojourn, till the end. It is a interesting perspective from Triumph sports cars biggest market. Well worth the read and available from the TSOA Library.

George Stephen



Swallow Doretti

The Swallow Doretti is a two-seater British sports car built on Swallow's own design of box-section tube chassis using Triumph TR2 mechanicals, made between 1954 and 1955. 276 cars were produced in the years 1954-1955

It was intended for the U.S. market and to be a more refined two-seater than available there at that time.

The car was built by the Swallow Coachbuilding Company Ltd., a Tube Investments Group subsidiary bought for its 1935-1946 association with Jaguar's prewar motorcycle sidecars.

The Doretti name was derived from Dorothy Deen, who managed the Western US distributorship Cal Sales. The Trade Mark logo and Doretti name are in the ownership of Canadian Peter Schömer.

From Wikipedia, the free encyclopedia



Porsche 6 Hour

The terrific pit crew, drivers & helpers

On the 19th of March TSOA participated in the Porsche 6 hour at Sandown Raceway.

In excess of 30 TSOA club members made a strong attempt to replicate the podium finishing results of 1st Place in 2021 and a 3rd placing in 2022. This year was a very creditable 7th placing against a strong field of Porsche teams mixed with the usual array teams.

The drivers this year making up the competition side of TSOA Triumph Racing 2023 were, Mark Campbell TR7V8, Michael Kip TR7, David Kelly TR7V8, Rob Splatt TR6, Ed Ferguson TR7V8 and Phil Nicholson in his Lotus Exige.

Shirley and Geoff St John Cox again performed admirably as TSOA Team managers.

Roger Jeary, Jim Cain and Judy Watson kept everyone fed with team BBQ running at lunchtime all while Jeanette Cain performed sterling service keeping a running track of driver times as the times recorder. Not to mention Jan Mason (Team Stripper??) carrying out her important role. You will have to watch the film on the link below for clarification of that cryptic comment :)))

Really it is rather unfair just naming a few people out of 30 club members who contributed to a fun club day. I

would like to thank all the TSOA club members assisting on the day but also those not able to attend but making frequent enquiry of the Team progress throughout the 6 hour event.

As part of TSOA celebrating the 100th year of the Triumph Marque Vattrack Media were engaged to record and produce a short film for publicity and promotion of this small part of TSOA club activities for prospective new members.

I believe the film is a wonderful testament to the commitment and dedication by all TSOA members and showcases a vibrant club.

To access the film on Youtube.

Go to the TSOA website at <https://www.tsoavic.com.au>

Scroll down the page to the YouTube banner and click on that link.

The TSOA YouTube channel will open with some films we all hope you enjoy.

The clip called Triumph at the Porsche 6 hour 2023 should play automatically when you click on the Rob Splatt photo. Grab a cup of tea, coffee, beer, whatever is your choice and enjoy this showcase of some of the TSOA Club activities.

Or you can type in your computer <https://www.youtube.com/watch?v=KLGBUSjDBvE>

Michael Kip



The Drivers & the dummy in traditional gear



Come and try leads to...

I guess you can call it post mid life crisis where I decided to swap my very ordinary but serviceable day car for a Porsche Boxster.

Hubby Mark and I have been into classic sports cars for many years and of course we still have the TR7 V8 green race car but we decided that the time had come for a change and I wanted to enjoy a few more creature comforts.

After purchasing the Boxster in September 2022 it wasn't long before it was suggested that I should have a go at track work – after all I have been pit crew for Mark for many years so maybe I should give it a go myself. WHAT!!! I'm not sure about that! It's one thing to be in the garage, it's a totally different proposition being on the track in my lovely Boxster.

After a couple of weeks of procrastinating, the entries opened for the MSCA Come and Try Day at Phillip Island in December. What a perfect opportunity to dip my toe in, in a controlled environment with an instructor to guide me along and tell me what to do. But who would be my instructor? Everyone thought it wasn't a good idea for the person to be a relative ie. hubby, and so I approached Ursula Weidenmüller to see if she

would be willing and game to take me on board. Fortunately she agreed and so I took the plunge and entered.

We arrived at the track really early as I was awake with the sparrows – excited or nervous? A bit of both I guess. The weather was perfect – sunny but not hot. What did it matter anyway if it was hot? After all I had the luxury of an air-conditioner if needed! Not like those "old" cars who will remain nameless.

All the volunteer officials on the day were fantastic. So supportive and helpful and reassuring. Nothing was too difficult and no question too silly. This made everyone a lot more at ease.

The first session was in the classroom where Petrina and Bruce went over important things like flags, braking, and the racing line. Then we were off on our first session around the track with Ursula guiding me where I should go and telling me where to brake and when to accelerate.

Thankfully everyone was a newbie and so my astonishing slow lap times weren't too painful for the other drivers. It's one thing to learn the track on Youtube, but it's a whole different ball game when you're actually driving it yourself!

Then we were in the classroom again

learning more important stuff to keep us safe and not scare the pants off ourselves.

The 2nd track session was with Ursula as instructor once again. By this time I was starting to feel a lot more confident. The Boxster handled really well with great acceleration and solid braking when needed and so I was a lot quicker this time.

More education in the classroom, then Ursula took me out in her TR6. WOW! How fast were we going? REALLY fast! Man, she can certainly handle that car well!

The last track session of the day was solo. Oh no! Would I remember the racing line? Thankfully all my Youtubing and Ursula's superb instruction paid off and I was off around the track having a ball! I especially loved the front straight. Nice and wide and funnily enough straight! So off I go. After all I had to see how fast my car would go before getting too close to turn 1. Think of 100km/hour and multiply it by 1.8. At the end of that session I had shaved off 10 seconds of my opening lap time.

Just when I thought I had ticked that off my bucket list, wait, there's more!

Now it was suggested that I enter the first MSCA day at Phillip Island in January. After all I now have my MSA



licence and know the track quite well so it would be a shame to waste all that. Ok, let's do it! But now of course we have two cars entered. Mark in the TR7 V8 and me in my Boxster where I had to follow along behind the tow vehicle – only room for one car in the trailer!

Obviously, I entered the Regularity class, as in previous years that group has been a little smaller and whilst there are some very experienced

drivers, generally they are respectful and understanding of newbies.

Well how wrong could I have been! When the run groups were published there were 37 cars in Regularity. WHAT, you have to be joking! So much for my idea of a smaller group!

Oh well, what the heck! Everyone kept telling me just hold your racing line and it will all be fine. Easier said than done when there were some drivers in

that class who were very experienced and others who were down right manic. Having said that, once again I had a ball and enjoyed my little car's performance. I even got to pass a car – twice!

So now the big question is – what's next? Watch this space.

Jan Mason

Once upon a time in May 1953...

As most of us are aware, anniversaries come and go as the years slip by, but to Triumph sports car enthusiasts here in Australia and right around the world for that matter, the 20th of May, 1953 is one of those very special dates which should be remembered.

It was on that day, 70 years ago, that Ken Richardson, Triumph's senior test driver achieved 124 miles per hour over the flying mile in a Triumph TR2 prototype on the now famous Jabbeke Highway in Belgium. One side of the dual highway had been closed for the test runs to be conducted which were

officially timed by the Belgian Royal Automobile Club. During the test runs Ken Richardson drove the TR2 in speed and later in touring trim. In everyday touring trim, which meant windscreen in place and the hood erected Ken Richardson was clocked at 114 miles per hour by the Belgian RAC timing crew. At that time in 1953 very few cars could achieve 100 miles per hour.

The performance results achieved on the Jabbeke Highway on the 20 May 1953 justified Sir John Black, Triumph's Managing Director putting his all new robust four cylinder, 2 litre, Triumph sports car into full production and as we all know, the Triumph TR has gone on to become one of the most loved British sports

cars and holds a special place in our Australian motoring history.

What is also truly amazing in 2023 is that the TR2 that Ken Richardson drove on the 20th of May 1953 still survives, and is today housed in the British Motor Museum, having been fully restored several years back.

Graeme White



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 or
 - b. Hard copy: Fill it in and send it by mail PO 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:
Ian Cowie Club Permit Scheme
Co-ordinator mobile: 0409 694 409

Club Permit Scheme Information



Valé

It is with great regret and sadness that Vin Jacono passed away peacefully on Saturday evening, May 20, 2023.

Vin was President in 1964, 1965, Competition Secretary, 1968, 1969, and later TSOA's Honorary Auditor 1998 till 2001.

Vin was deeply involved in the Club's competition during his membership years.

Vin developed many strong and lasting friendships in TSOA.

Our sincere thoughts are with Vin's wife Ann, and family.

RIP good friend.

Ross McKinnon

**If your car is part of the
Club Permit Scheme
you **MUST** make sure
you are a
CURRENT FINANCIAL
MEMBER
of this club.**

Autumn Gold, & TR7/8s Triumph!



Start at Calder Park

Despite forecasts of a cool day with showers, Saturday 29 April dawned with glorious autumn sun and a slight nip in the air, and stayed that way! A great day for a brisk drive in the country.

Ten members - with eight in 5 stunning convertible TR7/8s - met at the Calder Park service centre at the very respectable hour of 10am, before departing for a brisk and scenic 160km drive. Colin Norcott and Max and Marg Hayes, were both in their Persian Aqua TR8s; Mark and Marie Hallet came in their pale metallic blue TR8; Peter Green was in a deep red TR7 convertible and Stuart Smith came in his gold TR7 convertible with passenger Keith Pace our Secretary. Don O'Gorman and Liz Haylock came along in their Hyundai.

We set out first along the Digger Rest - Coimadai road to Bacchus Marsh; then headed south skirting the scenic Brisbane Ranges, to a simple but hearty lunch at the Meredith Hotel. Near Staughton Vale we were afforded views of local wildlife, and Max and Marg Hayes were on alert when a big grey kangaroo crossed the road just in front of them. Stuart Smith suggested the "alternate facts" were that the "TR was slipstreaming so close to the ground that the roo bounded over the car ..." Really?

Geelong member, David Bunn, joined us at Anakie in his pretty Spitfire, in old English white. Nice to catch up with him. Then up the hill, and by the Stoney Creek reservoir, before turning left to head for Meredith.

Lunch was convivial and we chatted about cars; car clubs; holidays and the

general state of the world. I reckon we had just about got the US political system sorted, when it was time to leave.

The return drive took in the Mount Wallace windfarm and the Glenmore Road big hill, before more scenic country and a couple of old lava cones, on our way to Rockbank. Here, we re-joined suburbia and drove back to the city via the Western Highway.

Thanks to those members who joined our first Saturday Social drive. It was a friendly group, and the modest numbers meant everyone could easily keep together and readily converse over lunch. Feedback confirmed that with roads and venues a little quieter, an occasional - possibly low key - Saturday drive / outing could be a welcome addition to our calendar.

Article and photos by Liz Haylock



Wedges pic by Peter Green





Celebrating 100 years of Triumph in Bathurst

Drive to Bathurst in GTR4 Dove, Keith picked me up around lunch time on Thursday 16th March on a very warm sunny day.

We were quickly on the way North via the ring road and onto the Hume Highway and hats off to Keith and a beautiful car to make this journey while my 6 is at Ian Cowie's workshop for much needed oil leak detection and subsequent

Issues

Car felt at home running around 3100 rpm as I made the most of riding shotgun checking out the scenery.

A quick coffee stop and Keith offered me a drive and as he let me know no-one else had steered the car. Took a little while to settle in and keeping the speed at a happy 110kms the distance to our overnight

In Holbrook passed by easily, followed by parma and chips at the pub then walked back to our motel.

Morning departure was a faff around with Keiths secret ignition mobiliser missing but easily solved by some under dash rewiring we were on the road North via Olympic Highway to Cootamundra.

Very hot now +38c pretty average roads made my stint a challenge dodging the pot holes and wanting to keep the car in one piece.

I must say it was a treat to drive what is really a new/old car, Keith's done a great job. The car had a great sweet spot power wise and this showed on the "B" roads.

As we were pulling into Cowra I noted that we might fill up as we passed a servo, no Keith remarked push on!

As we crawled through town the motor splutters and stalled on a slight hill. Fortunately we were able to roll it into the kerb right outside a pub, in the shade which was great as it was pretty hot. As we gathered the usual sidewalk experts it was decided the problem was fuel or lack of. Right then the landlord appeared out of the pub with two large glasses of lemon squash!

When the battery gave up Keith called RACV/NRMA and was told about an hour! Luckily the publican had the serviceman on speed dial and he came straightaway in 10mins.

First diagnosis was the battery was okay but as the motor cranked over he asked Keith was the motor a 3 bearing crank or 4? Bottom end problem?

More discussion by the assembled Main Street experts followed. Eventually a broken wire was found off the coil. Quick repair, thanks all round and we were off.

Made it to the Rydges hotel at Bathurst in good time sorted out rooms and made arrangements to find the Irish pub for St Patricks day Guinness or two.



I had just made a remark to Keith that instead of locking the doors with the key do you know you can lock from inside, no Keith didn't know and then proceeded to lock the doors and we hopped out with the keys in the ignition.

Much #**(#) later it took an hour after scrounging in bins, helped by two friends to get the back three quarter window unlatched, opened the boot and we were in. Many guinnesses later we had a good laugh.

Saturday another hot one, +39c the main event was the Triumph display in the main street with assembled side screens, Spitties and GT6, 6/7/8's stags and Dolomites, and centre stage was the Dove which looked fabulous. Cars of note Included 3x2.5 wagons, one a V8, a Quartet of Super Sevens, a 1932 Scorpion complete with bird poo from the cheek shed.

Saturday night 160 Triumph owners attended the celebratory dinner and speeches which went well.

Sunday we were able to do a few laps of the Mount Panorama circuit sadly maintaining pretty average speeds as we set off behind the oldest Triumphs, followed by a great look around the racing Museum which is highly recommended if in the area.

A free afternoon saw Keith and I motoring out to the historic mining town of Sofala. We planned on a walking tour of the town sights but quickly retreated to the old pub for a cooling "Old" or two. A quick bite to eat and drive around looking at the sights and back too Bathurst, quiet afternoon and Pizza for dinner.

Monday we went on the optional tour to Lithgow with 6 other cars.

Morning tea at Mayfield Gardens, a great drive via a scenic dam and a look at the gun placements put in place Second World War to protect the small arms factory in Lithgow (in case the Japanese bombers attacked) and overnight accommodation at the local Workies.

The trip home via Goulburn and overnight in Holbrook was uneventful until we hit heavy rain, couple more "jobs" to add to the list as a couple of small leaks in the windscreen rubber.

Overall a great trip to celebrate our Triumphs and meeting lots of interesting folks from NSW and beyond.

Thanks Keith for inviting me along in a great car.

Article and photos by Pete Lane



Florence Thomson Tour 2023

28th-30th April 2023

For those that are not aware, Florence Thomson was the sole female entrant in the Dunlop Reliability Motor Contest from Sydney to Melbourne in February 1905. She was one of 16 entrants who successfully completed the five day trial, driving a six horsepower Wolseley, over more than 562 miles of unmade tracks. Florence had to have a male chaperone for the journey!

RACV originally created the Florence Thomson tour in 2017 to celebrate women in motoring. Last year they joined together with the AOMC to continue the annual event after the Covid years! This year I was lucky to join again for the event with my trusty co-pilot, Jo Brown. I have been fortunate to be part of every tour so far, and Jo, only one behind me. What started off as a day event has turned into a whole weekend, beginning this year with a Registration Dinner and meet and greet at the Turf Club in Wangaratta.

Wanting to make the most of the weekend, Jo and I had spent many, many hours trawling Op shops for suitable "dress to the era of your vehicle" clothing. We needed day outfits for Saturday and Sunday, and a formal outfit for the Celebration Dinner on Saturday night. It is seriously fun and has become quite a competition for the event with



everyone dressing up. There were roving fashion appreciators who were judging us on authenticity and overall total look.

We set off Friday morning in Sonny, my 1963 Spitfire, absolutely packed to the roof, well, to the top of the seats as the roof was off. We have a silent little challenge amongst a group of us, that we must only drive with the roof off if it isn't raining. It was very cold though, so we snuggled down for the drive in puff jackets, beanies, scarves and gloves, oh and blankets.

Sonny hasn't really been very well over the last two or three years as some of you may know. I won't go into all the detail but suffice to say it all started with putting an electronic ignition into a very worn distributor. After many, many breakdowns, tow truck lifts and repairs, he emerged with a lovely new (ish) distributor built by Performance Ignition in Nunawading, and a new electric fuel pump amongst lots of other bits and pieces.

Heading north from the Dandenong Ranges we tootled up through Yarra Glen to Yea for a quick pitstop and Op Shop, and breaky where we met up with Karen and Paul, driving their



yellow 1976 Mark IV, 1500 Spitfire. From there we travelled through Yarck to Bonnie Doon, up through Swanpool and Glenrowan to Wangaratta. Sonny was a little machine, and the drive went really well.

We spent the afternoon chatting and catching up, nibbling on snacks and having a wine or two before the designated drivers drove us to the Turf Club for the meet and greet and registration. It was quite flash this year with a lovely meal provided for us. It was great to catch up with previous years participants and we also met up with our other friends Emma and Rod in their MX5. Their Spitfire and Stag were non starters unfortunately so the MX5 was the only choice.

Saturday was just a lot of fun and laughs, at each other mainly, with everyone donning their costumes. We were looking pretty nice with Jo in her little 60's mod yellow number, and me in my mod red dress. We had hair styled in the 60's fashion with hats and handbags to suit. We all met for breakfast, again at the Turf Club where breakfast was provided. We had a quick race meeting and were given

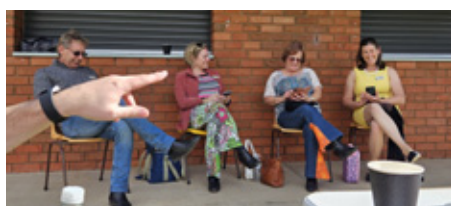




a bag of goodies along with a tour instruction booklet. We were given a packed lunch, and off we went.

We, along with the more modern classic cars took the long tour. The morning was around 137km and afternoon 59km in length. We travelled from Wang to Devenish where we stopped for a photoshoot in front of the silos, and had a fabulous Devonshire morning tea.

From there we travelled along some lovely country roads through St James and just over the border into NSW to Corowa, where we stopped for lunch at the civic centre.



Aww look at the kids catching up on their socials! We had a quick visit to the Corowa Federation Museum which was pretty interesting, and they were really pleased to have so many visitors that were in fancy dress. We even had our photo taken for their FB page! Have a look, there are lots more pictures of event ladies and their cars. (<https://www.facebook.com/CorowaFederationMuseum>).

The afternoon journey took us from Corowa back over the border to Rutherglen where Jo and I got



<https://www.caffeinenmachine.com.au/about>



distracted from the tour and our friends in search of a coffee. We found this amazing little place that was a café full of vintage motor cycles and had a museum of sorts out the back where they had a great little band playing. It was called Caffeine_n_Machine. We would have loved to have stayed all afternoon but continued on now fortified with coffee.

Back at our accommodation after a lovely afternoon in the sun driving through seemingly endless roads, we readied ourselves with our formal costumes for the Celebration dinner. Once again, we all outdid ourselves. So much so that when Rod and Emma turned up in their 70's costumes, we actually didn't recognise them.

The evening was great fun, all getting together, admiring each other's outfits before dinner was served. Later speeches and presentations of awards were given. There were so many great outfits this year it really was great to see everyone had gone to great length to impress the judges. Sadly, we missed out this year...but there is always next year! Challenge is on!

Sunday morning arrived and we headed down to Apex Park to display our cars to the public and have an

Egg and Bacon roll breakfast provided by the local scout group. I did a quick repair to Sonny's rear indicator that must have disconnected the connection due to our bags squashing the back of the light in the boot. Fortunately I had a lovely local passing mechanic make the mistake of asking if he could help. Of course I let him!

We said goodbye to our old and new friends and headed back home taking a really, really scenic route through Oxley, Edi, Whitfield, Tolmie to Mansfield where we stopped to regain the warmth in our bodies at a café. Back in the car, heated seats plugged in, jackets, beanies, gloves and blankets on we returned home as we left!

There were over 80 classic and historic vehicles in the event this year and I wish I had taken more photos to show you all. Suffice to say we had an absolutely fabulous weekend. It is getting more popular every year and harder to get in. We hope to be able to join the event next year. We would certainly recommend it if any of the TSOA ladies would like to join in on the fun.

**Article and photos by
Lorraine MacDonnell**



GTK GET TO KNOW YOUR CLUB MEMBERS

Colin Norcott

What was your first car?

My first car was a Hillman Imp. A great little car, I could get the engine and gearbox out of the car in around 1 hour. Eventually it started burning oil so with Dads help I rebuilt the engine. Dad showed me how to use bearing blue to scrape the cylinder head by hand to match the engine block.

My father was a Leading Aircraftsman in the Royal Airforce just after the war, he worked on all sorts of aircraft and passed on a lot of his extensive knowledge to me over the years. Every time one of his cars had a problem I would be there to help and learn.

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

My interest in Triumphs started when my father upgraded his Morris Oxford station wagon for a very smart Mk 11 Triumph 2.5 PI saloon. It was the first time either of us had felt being pushed back into the seats when dad planted his foot on the accelerator.

What is your history of Triumph Cars?

My first Triumph was a Mk 11 2.5 PI saloon which I had for a number of years before selling it and buying a Mk 111 Spitfire which was great fun as I use to scream around the Kew boulevard in it on my way to work each morning. I soon learnt that you never backed off in a corner with the Spitfire you just gave it more throttle.

The Spitfire made way for a very nice Dolomite Sprint. I soon found the Sprint did not handle as well or as predictably as the Spitfire. This became very apparent on my first trip to work in the Sprint along the Boulevard. I approached a corner that I was very familiar with at my usual speed and line but found myself facing the opposite way very quickly. Most of the handling problems were down to the convoluted bushes at the body end of the trailing arms that



located the rear axle, I replaced these bushes with the solid ones for the axle end of the trailing arms, problem partially solved, driving more slowly also helped.

My involvement with Triumphs ended with the sale of the Dolomite Sprint, I needed the money for a deposit on a house although I did buy another 2.5 PI saloon for my wife.

Fast forward approximately twenty years, I was in a fairly stressful job and I needed something to take my mind of work so I bought a 1978 TR7 with a Dolomite Sprint engine in it to work on. I kept that for 4 or 5 years and then bought a 1974 TR6 that needed a lot of work. Once I had gathered the required body parts I stripped the car and of it went to Andy Ansell for the required body and chassis work. It took me quite some time putting it all back together. I made all my own

interior door, wheel arch and other trim panels, rebuilt the seats with new covers and foam, repaired the missing veneer on the dash, replaced all the bearings in the engine, rebuilt the gearbox and overdrive unit. Had the cylinder head rebuilt and refurbished other various items.

Before the first lockdown I bought a Triumph TR8 from a deceased estate, it became my lockdown project. It was a very nice car but it did not run, all the bushes needed replacing as well as the radiator. Both front shock absorbers needed replacing as one was completely shot and the other was a Koni that had been adjusted as soft as possible to try and match the other side. Now that it is back on the road it is a great car to drive.

Do you know the history of your car/s?

The only car I know some of the





history of is the TR8. It was owned by a former club member Brian Kidd. It was imported into South Australia in the 1990's from the USA and converted to RHD by a Triumph Rover Spares.

When did you join TSOA?

I first joined TSOA in the late 1970's just after I bought the Spitfire but did not stay long as I got the impression that certain members thought that the Spitfire was not a car worthy of inclusion at the club.

I joined again after I bought the TR7 and have been a member ever since.

Approximately 10 years ago I bought a Porsche 928 which I have been slowly working on. This car has had a hard life of neglect, I understand why, as Porsche parts are horrendously expensive. I have just completed rebuilding the engine, this job started out as just replace the head gaskets but on lifting the heads it soon became apparent that the engine needed a complete rebuild. It is now running again and will be off to get a roadworthy in the coming weeks. Other work it needs is a complete respray and re trim.

Tell us about yourself?

I grew up on the border of Nunawading and Donvale, it was basically still all Orchards and Farm land, Springvale Rd. was basically a country road with no made gutters.

A few of my school friends still lived on orchards and we did all of the things that country kids did which was amazing as we were only a short distance from the CBD.

My first job was as a Nuclear Medicine Technologist at The Repatriation General Hospital Heidelberg in the late seventies I then progressed on to become a Physicist in the same department. Towards the end of the eighties I joined Toshiba Medical as an application specialist and got to travel all over Australia, New Zealand and Japan as well as



visiting the USA to attend annual conferences.

I was asked in the 1990,s to set a Nuclear Medicine practice for a private radiology company. After six years I took up a job with Siemens Medical Solutions (which I thought was a very strange name) then three years later joined Radiation Oncology Victoria as a Radiation Engineer until I retired about 4 years ago.

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

I love the EMR's as well as the coffee mornings organised by Jim, it is good to get out with fellow club members who share a common interest but also bring a different outlook on life. I one of the main highlights for me was the High Country run a couple of years back, it is something I would like to see happen again. 🍵


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styled by *G. Michelotti*



Giovanni Michelotti (6 October 1921 – 23 January 1980) was one of the most prolific designers of sports cars in the 20th century. His notable contributions were for Ferrari, Lancia, Maserati and Triumph marques. He was also associated with truck designs for Leyland Motors, and with designs for British Leyland (including the Leyland National bus) after the merger of Leyland and BMC.

Born in Turin, Italy, Michelotti worked for coachbuilders, including Stabilimenti Farina, Vignale, Allemano, Bertone, Ghia, Ghia-Aigle, Scioneri, Monterosa, Viotti, Fissore and OSI, before opening his own design studio in 1959. He also cooperated with manufacturers producing their own cars based on Fiat or other mechanicals, like Siata, Moretti, Francis Lombardi and Nardi. From 1962, Michelotti concluded cooperation with Carrozzeria Vignale and began his own coachbuilding activities.

Towards the end of his life, asked whether he had ever designed anything other than cars, Michelotti acknowledged that virtually all of his design work had involved cars, but he admitted to having designed a coffee making machine shortly after the war.

Giovanni Michelotti and Triumph

In 1956, when Standard-Triumph was developing its new small car, at the time code-named 'Zobo', it was approached by a freelance Italian car stylist who offered to design a body style for the car for the sum of £3,000. A slightly bemused Harry Webster (Standard-Triumph's Director of Engineering) presciently accepted and went to Italy to meet the stylist at his studio in Turin.

The car stylist, of course, was Giovanni Michelotti and the 'Zobo' prototype car was to become the Triumph Herald. The rest, as they say, is history.

Three months after meeting with Harry Webster, the design prototype duly appeared and formed the basis of the Triumph Herald, and Webster was so impressed he commissioned Michelotti to design all of the company's subsequent models.

It's worth noting that, at the Turin Motor Show in 1954, 40 cars on display were designed by Michelotti but none officially bore his signature. His name might not have been familiar but he was no novice.

If your car appears on the list below, then the man pictured above designed it.

That man is Giovanni Michelotti, an Italian car stylist born in Turin and it is his story and his work for Triumph.

Triumph Herald	1959–1964
Triumph Italia 2000 Coupe	1959–1962
Triumph TR4	1961–1965
Triumph Dove GTR4	1961–1964
Triumph Herald 1200	1961–1970
Triumph TR3B	1962
Triumph Spitfire 4 Spitfire Mk I	1962–1965
Triumph Courier	1962–1966
Triumph Vitesse 6	1962–1966
Triumph Vitesse Sports 6	1962–1964
Triumph Herald 12/50	1963–1967
Triumph 2000 Mk I, Mk II, TC	1963–1977
Triumph Spitfire Mk II	1965–1967
Triumph TR4A	1965–1967
Triumph 1300	1965–1970
Triumph Vitesse 2-litre & Mk 2	1966–1971
Triumph GT6 Mk II, MK III	1966–1973
Triumph Spitfire Mk III	1967–1970
Triumph TR5	1967–1968
Triumph TR250	1967–1968
Triumph Herald 13/60	1967–1971
Triumph 1300 TC	1967–1970
Triumph 2.5 PI Mk1, Mk2	1968–1975
Triumph Spitfire Mk IV	1970–1974
Triumph 1500	1970–1973
Triumph Toledo	1970–1978
Triumph Stag	1971–1977
Triumph Dolomite 1850	1972–1976
Triumph Dolomite Sprint	1973–1980
Triumph 1500 TC	1973–1976
Triumph 2500 TC & S	1974–1977
Triumph Spitfire 1500 Mk IV	1974–1980
Triumph Dolomite 1300	1976–1980
Triumph Dolomite 1500	1976–1980
Triumph Dolomite 1500 HL	1976–1980
Triumph Dolomite 1850 HL	1976–1980

SOME WINNERS & LOSERS

Prototype stories



1957 Triumph TR3 Speciale Vignale 1957 / Michelotti's very first effort for Triumph.

Strictly speaking, it wasn't fashioned by his eponymous



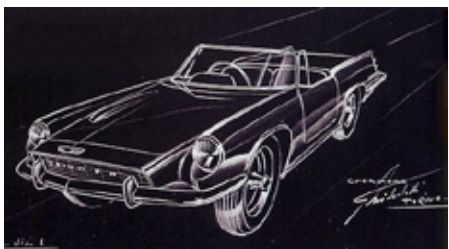


carrozzeria, either. Instead, it was produced in conjunction with his long-time collaborator and foil, Alfredo Vignale. The car was commissioned by Standard-Triumph as a styling study. The Coventry firm's TR2 and TR3 models had sold well and proved efficient in all manner of motorsport disciplines, but they weren't exactly objects of beauty. This new Anglo-Italian project was meant to inject a little glamour into proceedings. The TR3 Speciale marked the jumping-off point for Vignale's involvement with Standard-Triumph, which was keen to shake off its dowdy image. This was effectively a test; an assessment of what the Italians were capable of. The TR3-based one-off broke cover at the 1957 Geneva Motor Show where it was greeted with generally favourable reviews from the specialist media.

After its show appearance at Geneva, and subsequent evaluation, the car was used by Standard's managing director, Alick Dick.



1959 / The 'Zoom' prototype was a design study, fully intended for production but as with many, a prototype project that never happened.



Michelotti's early sketch for the Triumph TR4 and below an early prototype

The car was designed by Giovanni



Michelotti and hand built in Turin during 1959 by Vignale. There were two cars made, one soft top and one hard top with a removable centre panel. This hard top design did go into production with the TR4.



1960 'Bomb' prototype

1960 / Construction of a prototype called 'Bomb' was started in September 1960 on the basis of a 948cc Herald chassis in the Turin studio of Triumph's new Italian designer Giovanni Michelotti.

During the Leyland take-over process, the 'Bomb' project was stopped. The prototype was kept hidden away and was only revealed when a Leyland executive asked what that little car under the dust sheets in the corner of the design department was. The executive liked the 'Bomb' immediately and on 13 July 1961 ordered the project to go ahead for production.



Giovanni Michelotti with a 1:10 wooden model of the Spitfire Mk. 1



An early sketch for the Spitfire

Apart from the height of the doors and its lack of wind-down side windows, it looked remarkably like the production model.

The 'Bomb' was of course the Triumph Spitfire.



1961 Triumph Conrero Le Mans. Built for Le Mans with a design by Giovanni Michelotti. One-off.

1961 / Virgilio Conrero, born in Turin, like Giovanni Michelotti, served as a mechanic in the Regia Aeronautica during WWII. He established the Autotecnica Conrero in 1951 and was one of the most successful Alfa Romeo and Lancia tuners.

His reputation led Standard-Triumph to commission his assistance to produce a four car team for the 1961 24 Hours of Le Mans. Unfortunately, only one car was produced and that single unit was not finished until 1962. With a tubular spaceframe and aerodynamic bodywork, the Triumph Conrero took full advantage of the tuned Sabrina engine – that made a reported 165bhp with a surfeit of torque – to reach almost 150 mph on the M1 motorway in England. As so often happens with the history of Triumph, the Leyland takeover scuttled what could have been a class winning effort at Le Mans in 1962. The car, however, survives and represents another chapter in the Book of What If for British sports cars.



Giovanni Michelotti's Design Studio logo



1963 / The 'Zest' prototype #1 reg. 6206 VC (TR4B)



TR4 prototype



Michelotti's initial sketch for a revamped Triumph 2000 model, following the brief given to him by Triumph management



It took Michelotti just three months to produce this original full-sized model of the '**Barb**' (Triumph 2000) concept, and it was liked by all that viewed it. As can be seen from the evidence of added clay (this model was made of wood), around the top of the rear window, in-house stylists added their own tweaks.



During the development of 'Barb' (Triumph 2000), there was a serious

amount of thought put into the concept of a 2000 fastback. This would use an uprated version of the straight-six engine, and would serve as a stylish high speed executive express. This fully-built model was evaluated and then passed over in favour of the more conventional estate model. This did not stop Triumph using it for themselves as a company car.



1965 / Michelotti's first proposal for what was to become the Triumph Stag.

This model was designed by Giovanni Michelotti in Italy in 1965, following the work that the Italian styling house had already completed for Triumph (Herald, 2000 and the forthcoming 1300/Toledo models). Harry Webster had donated a Triumph 2000 for Michelotti to use for a basis for this car, but when the Triumph chief saw the prototype, he snapped it up for himself and had the car returned to Triumph for evaluation. It never did stand on the Michelotti stand at the 1966 Turin Motor Show. The final car did, however cause a splash when it was launched in 1970.

The concept car's frontal styling was certainly a departure from Michelotti's then current line-up but, in time, the look would emerge to become the family 'face' of Triumph.



TR5 prototype



TR5 prototype reg. 1325 HP



1965 / The Triumph 'Fury', a graceful Michelotti-styled two-seater sports car superficially resembling a larger Spitfire.

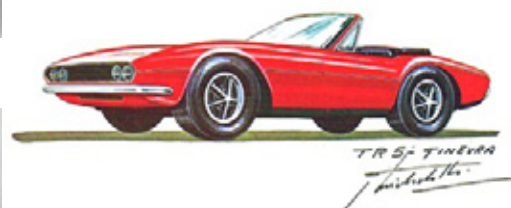
It was the first monocoque sports car to be made by Triumph.

The decision by Triumph to not develop the car was due in part to the reluctance to invest in new production line and tooling facilities required to manufacture the model, in favour of continuing with the simpler manufacturing of the separate body and chassis design of the TR series.

The car used components from the 2000 saloon including the 2.0L 6-cylinder engine of the time, although the use of the 2.5L 6-cylinder or the 3.0L Triumph V8 was possibly intended, had the car gone into production.



1967 / 'ZEST' prototype #2 reg. 6206 VC. Although well liked by Triumph management, Zest in this form would never make it into production as proposed US safety legislation threatened to outlaw concealed headlights.



1968 Triumph TR5 Ginevra

1968 / Just before the Geneva Motor Show in March 1968, Giovanni Michelotti was about to organise the presentation of the new Triumph



Stag on his stand. But the Standard Triumph directors had a sudden change of mind and decided to put the Stag on the official Triumph stand. This left Michelotti with a vacant space. He had to react quickly, and decided to design a prototype, which he presented as the evolution of the TR5 – **the future TR6!** Employees, friends and family members burned the midnight oil for 15 days and 15 nights to prepare this prototype called the TR5 Ginevra (Geneva in Italian). Michelotti obtained a TR5 chassis from the factory to build his prototype numbered X760 (prototype) as well as a 2-litre straight 6 engine (not the 2.5 version) fitted with Lucas injection. It had a standard 4-speed + overdrive gearbox. The TR5 Ginevra remains a one-off much to the delight of its present-day owner. This was the personal daily car of Giovanni Michelotti for some years after construction.



1968 / This is Michelotti's proposal for the late 1960s Triumph Lynx project. The name was later revived for a proposed fastback version of the TR7, but neither car made it to the showroom.



1971 / Michelotti proposal for the Triumph 1300

1970 / The car that started as a styling experiment cut and shaped from a 1963–64 pre-production 2000 saloon, the **Triumph Stag** opened up new markets for British Leyland – the company was well served with both



Triumph and MG sports cars, but the Stag was something else again: a grand tourer. Essentially, the Stag created a market niche and although it was phased out in 1977 after a production run of nearly 26,000, it is still viewed as the quintessential British classic sports car.



Many thanks to Fran Madigan the Editor of the TCCV for supplying this article.

*Standard
Michelotti
TRIUMPH*

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Contact: Geoff Kelly 03 8774 4154

Email: the4kellys@dodo.com.au





TSOA Nationals 2023

Saturday 21 October to Saturday 28 October
Warrnambool Victoria

We have reached the target for participant's of 99 with a maximum of 100, but are looking to have interested members register in case of cancellation's.

Proposed Program of Events

Saturday 21 October

- PM arrival and check-in at Lady Bay Resort, Warrnambool
- Happy Hour
- Welcome Dinner

Sunday 22 October

- Breakfast at Lady Bay Resort
- Show and Shine, Lake Pertobe
- Lunch at own expense
- BBQ Dinner and Light & Sound Show at Flagstaff Hill Maritime Museum

Monday 23 October

- Breakfast at Lady Bay Resort
- Day run to Shipwreck Coast and hinterland
- Lunch at own expense
- Happy Hour
- Dinner at Pavilion Restaurant (walking distance from Lady Bay Resort)

Tuesday 24 October

- Breakfast at Lady Bay Resort
- Observation run to Hopkins Falls, George Taylor Stores, Tower Hill, Port Fairy & Koroit
- Lunch TBA
- Dinner and Barefoot Bowls at City Bowls Club

Wednesday 25 October

- Breakfast at Lady Bay Resort
- Go-kart 'Come and Try' day at Cobden track

- Miniature Railway and Mini Golf
- Roast Lunch provided by Cobden Go-kart Club
- Dinner at own expense

Thursday 26 October

- Breakfast at Lady Bay Resort
- Day run to Portland
- Motor Museum, Maritime Museum, Tram Museum, Cape Nelson Lighthouse
- Happy Hour
- Dinner at Pippies Restaurant (walking distance for fit people!)

Friday 27 October

- Breakfast at Lady Bay Resort
- Morning activities TBA
- Free afternoon
- Delegates Meeting
- Happy Hour
- Farewell Dinner

Saturday 28 October

- Breakfast at Lady Bay Resort
- Check-out and depart



Total average cost around \$1,500 per person

Registrations NOW open go to: www.tsoavic.com.au

AOMC Carbon Offset Program

The Association of Motoring Clubs (AOMC), in partnership with Greenfleet, is proud to announce a new initiative where motoring enthusiasts can support green programs in Australia through a carbon offset scheme.



**THE ASSOCIATION OF
MOTORING CLUBS**

BUY A CARBON OFFSET to demonstrate to Vic Roads that AOMC members are doing their bit for the environment! The annual tax deductible carbon offset fee for a collectable car is very cheap, \$18 for 3000 km/year and \$36 for 6000 km/year.



Your support of this program demonstrates the enthusiast movements commitment to both the environment and the preservation of moveable cultural heritage and allows the AOMC to advocate that the environment and our heritage fleet can exist in harmony.

To play your part

- Nominate how many kilometres you will travel each year in your historic vehicle(s).
- Pay a small annual fee to offset the carbon generated.
- It's that simple.

GreenFleet invests funds by planting and maintaining legally protected, biodiverse forests and since 1997 GreenFleet has planted over 10 million trees creating 500 native forests and your support enables this fabulous work to continue and thrive.

All donations to Greenfleet are tax deductible and you will also receive a certificate in recognition of your support.

To be part of this exciting new program today

www.aomc.asn.au/carbon-offset

Thank you for helping to grow climate hope by offsetting your historic vehicle's carbon emissions today.



10
million trees
planted



500+
native forests
created



3.9
million tonnes of
carbon offsets

MSCA Round 3 Winton April 15 2023

A slightly diminished field of around 100 closely watched the BOM (Bureau of Meteorology) predictions which fortunately held true, with the rain holding off until the last run of the day.

TSOA was well represented by Michael Kip (TR7 8 Valve), Peter Delmodes (2500 Sedan), Ursula Weidenmüller (TR6), Mark Campbell (TR7 V8), Phil Nicholson (Associate, Lotus Exige) and Brian Watson (TR7 8 valve).

With a smaller field, the run groups were reduced to five, thus enabling

five runs per group for the day. More of that I say!

Regularity saw a mixture with sprinters added in which made it interesting, but the new practice of sending cars out in strict order of times has certainly reduced passing opportunities and associated risks. Apparently not all are in favour, though...

It was a good day's eventing, except for Ursula, unfortunately an early retirement with mechanical problems.

Peter showed tenacity while still sorting out tyre issues with the sedan,

Phil picked up second fastest time for the day, and maintains a healthy lead in his class, as does Mark who looks a good thing in his class.

Michael boasted a PB and then unusually for him, did a whoopsie at turn 1 so the lad was trying hard. Have a look on YouTube for a bit of entertainment, I suggest.

The author got the chocolates in Regularity, only just! Six points in 3000 separated 1st and 3rd. Who said Regularity is easy?

Brian Watson
1433

MSCA Round 4 Sandown May 7 2023

Well, what can be said about Sandown in May other than it was cold, damp and pretty much uninviting. Ambient temperature was hovering around 10 degrees when we arrived and didn't really bother to stir itself until after lunch and then by not much.

Track temperature wasn't much better and made driving any sort of quick time almost impossible but drive we did. Yay!

TSOA was represented by Brian Watson in Regularity and Michael Kip, Phil Nicholson, Rob Splatt, Robert Casson in his new Renault track rocket and myself in the Sprints.

Also on hand and great to see was Doug Webb trying his hand at flag twirling under the tutelage of Cam.

Brian seemed to be in his usual regular happy place and was turning in some very accurate times but was, I think beaten to first place by just one point (tbc). A great effort

under trying conditions.

The sprinters were kept on their toes with the tricky conditions and the occasional wayward car (not ours) leaving the black top. This was not a day for high horsepower or low traction cars but all our merry competitors survived and went home with a greater appreciation for dry tracks and warmer weather.

As for class winners we had but one, myself, but I must admit that winning your class is easy if you're the only person in it. Hey, I'll take it but it is a little bit of a hollow victory.

After all that excitement it's off to The Bend in June and more time going round in circles.

Cheers!

Mark Campbell
Green7Racer



1958 Australian Hillclimb Champion Bruce Walton at Templestowe Hillclimb 1958 Pic by Lindsay Coleman

7 Women who changed the world

From the 19th century to the present day, women have played a significant role in shaping the industry and advancing vehicle technology.

Despite being a small percentage of auto tradespeople, their impact on the industry has been enormous. Take the time to learn about these inspiring women and their contributions to the world of automobiles.

Here are 7 women who helped drive the automotive industry:



Bertha Benz

The Mercedes Benz was financed (and named after) a woman – the very same woman who completed the first ever road trip in 1888 – Bertha Benz.

On August 5, 1888, Bertha Benz was the first person to drive an automobile with an internal combustion engine over a long distance. She field-tested the Benz Patent-Motorwagen, invented brake linings and solved several practical issues during the journey of about 104 km.

Bertha Benz's husband, Karl Benz, patented the first automobile designed to produce its own power in



Bertha Benz

January 1886

In early August 1888, without her husband's knowledge, Bertha Benz, with her sons Richard (aged 14) and Eugen (aged 15), drove in Benz's newly constructed Patent Motorwagen No. 3 automobile, from Mannheim to her own birthplace, Pforzheim, becoming the first person to drive an automobile powered with an internal combustion engine over more than a very short distance. The distance was about 104 km (65 mi). Distances driven before this historic trip were short, being merely trials with mechanical assistants.

Although the ostensible purpose of the trip was to visit her mother, Bertha Benz also had another motive: to show her husband – who had failed to consider marketing his invention adequately – that the automobile would become a financial success once it was shown to be useful to the general public.

The town pharmacy in Wiesloch, referred to as the "First filling station in the world", with a monument dedicated to her historic first car trip on the right

On the way, she solved numerous problems. She had to find Ligroin, a solvent available only at dispensing chemists' shops, to use as fuel.[11] Thus the still existing Stadt-Apotheke (Town Pharmacy) in Wiesloch, some kilometres south of Heidelberg, became the world's first filling station.[12] A blacksmith had to help mend a chain in Bruchsal.[13] Brake linings were replaced in Bauschlott/

Neulingen north of Pforzheim.[14] And Bertha Benz had to use a long, straight hatpin to clean a fuel pipe which had become blocked, and a garter to insulate a wire.[15]

Bertha and her sons left Mannheim around dawn and reached Pforzheim somewhat after dusk, notifying Karl of their successful journey by telegram. [16] They drove back to Mannheim three days later, by a different route.

Along the way, several people were frightened by the automobile and the novel trip received a great deal of publicity – as she had intended. [17] The drive was very helpful for Karl Benz, as he was able to introduce several improvements after his wife reported everything that had happened along the way – and she made important suggestions, such as the introduction of an additional gear for climbing hills.[]



Florence Lawrence

We have a woman to thank for the invention of indicators and brake lights. In 1914, silent-film star and inventor Florence Lawrence, often referred to as the first movie star, got fed up with unpredictable drivers and created the first auto signalling arm.



Margaret A. Wilcox

Mechanical engineer, Margaret A. Wilcox, became a pioneer of frost-free windscreens when she invented and patented the very first car heater in 1893, unlocking a whole new level of driving comfort.



Dr Gladys West

The person who developed the advanced mathematics that paved the way for the car GPS (via her mathematical modelling of the world) was American mathematician, Dr Gladys West.

Alice Ramsey

Not only was she the first woman to drive across the United States from coast to coast in 1909 but Alice Ramsey founded the first Women's Motoring Club. And in 2000, she



because the first woman to be inducted into the Automotive Hall of Fame (a milestone that was long overdue).



Mary Anderson

Before she was legally allowed to vote, Mary Anderson invented the beloved wiper blade in 1903. Unfortunately, due her being a woman (and a single one at that), she was unable to secure a manufacturing partner for her design and the patent expired...17 years later.

Charlotte Bridgwood

But it was Mary who paved the way forward for Charlotte Bridgwood – the president of her own NYC-based manufacturing company – who built on Anderson's initial idea to create the first automatic windscreen wipers in 1913.



Charlotte Bridgwood

Charlotte Bridgwood was president of the Bridgwood Manufacturing Company. She was an automobile enthusiast. She decided to improve Mary Anderson's manual windshield wipers, in which people had to use levers to operate the windshield wipers. Through her manufacturing company, she invented automatic windshield wipers that she called "Electric Storm Windshield Cleaner". The patent was issued in 1917, but expired in 1920, due to Bridgwood's lack of effort in commercial production. Bridgwood was not given much recognition for her designs and two years later Cadillac became the first car manufacturer to adopt the automatic wipers.[5]

She patented the first electrically powered windshield wiper in 1917, improving previous manually-operated wipers such as the one patented by Mary Anderson in 1905. However, her wiper used rollers rather than blades and did not catch on. She was also the mother of silent screen star Florence Lawrence who followed her mother in inventing automotive accessories.

Article courtesy of Wipertech and Wikipedia



Who owns these cars?

Spitfire Mk3

Update from Phil Johnstone from the AOMC Records:

From the AOMC records:

First reg with Eng FD 9378 HE
Commission No 2FD 8678 B
as JZC894 on 10.4.68
KTC024 on 3.12.70
BLO022 on 17.9.82

I can be contacted on 0407 160 016 or
hz95vs@gmail.com

Simon Hardy

2500 PI

I saw an article about Ian Watt's
2500PI and got me thinking about car



I purchased from Hobart about 5 years ago. A Mk2 2500PI BRG. The previous owner said it came from either Victoria or NSW and was restored about 1999. It is now in SA, and I am member of Stag club of SA and owned many moons ago a 1973 TC. So when the PI came up I jumped at chance and was

lucky enough to purchase it. The car has had quite a lot of mods, vented front discs, strut brace, drive shaft mods and many others. I was just wondering if any members knew of the car or had known owners before me. If anyone does know about its past I would be grateful for some info. I have sent pic of car so may help memory if seen before, cheers.

Peter Cox.

gunnawunday13@gmail.com



TRivia

From Wheels Magazine June 1955

Herr Grotwhol, the Prime Minister of East Germany, has bought a bright-red Triumph TR2 sports car for his personal use. It was the same car which was displayed at the Leipzig Fair, where he placed his order.

Triumph TR "Beta" Experimental Models

Neil Revington pointing out features of the Triumph "Beta"

In 1960, the Triumph Experimental Department built two "Beta" model cars based on TR3 chassis and 2138cc engines. One was painted black, the other red. They were intended to be prototypes for a TR3A replacement car, however, following the takeover by British Leyland, capital was available to tool up for the TR4 and they were put aside.

The black version was subsequently used for test work, in particular developing carburettors and it was also loaned to Burgess Products to develop the TR4A exhaust system.

It had suffered left front damage in the Eighties, and was donated in 2007 by the son of the previous owner to Neil Revington of Revington TR for



Neil Revington with "Beta"

restoration. It had a unique chassis, with extra brackets welded on to support wider set front suspension, a wider rear axle and Herald rack and pinion steering. The centre section bodywork remained as per TR3, but had wider wings and a restyled grille.

Over a number of years all aspects of the car were restored by Revington TR and specialist companies, including chassis, interior, bodywork, electrics, engine and brightwork.

Work has now been completed and it is proposed to use this perhaps unique TR as a showcar etc, highlighting a little known aspect of TR history.

Revington TR are offering for sale the Beta bodywork items for anyone interested in replacing a tired TR4 body, in particular using it as a competition vehicle. Revington also sell a range of replacement TR chassis. All very expensive.

Information from Classic Cars magazine October 2022



Above: Joanne Lumley as Purdey in The New Avengers



Touring in a TR3A

Gavin Rowson accidentally came across this footage. Only a couple of seconds at a time. 2.30, 3.00, 6.30, 7.00, 7.25 and more.

Use the link below:

Grampians Wonderland - YouTube





WANTED

Your Old Triumph Books For TSOA Library

TSOA is seeking to expand its Club Library Collection and asking if members have any old Triumph related books you may be willing to donate.

We are particularly interested in any Triumph books published since 2000, & any workshop manuals & spares parts books for TR7, TR8 & Stag models.

Please bring your donations to the next Club Meeting or contact the Librarian - Larry Mundell on 0424 122 569"

Triumph Sports Owners Association of Victoria Club Library Guidelines

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

TSOA Club Librarian
Larry Mundell
 11 Melville Drive, Greensborough 3088
 Mob: 0424 122 569 Email: larrybultaco@hotmail.com

New Books this Month

CAMS The Official History - Celebrating 60 Years 1953 - 2013 500 pages in full colour covering in depth the history of CAM's involvement in Australian motorsport. As with all our Library books, this reference will be available for loan at next month's general meeting. Thank to CAMS - The Confederation of Australian Motor Sport, for donating a copy of their fantastic limited edition history book.

Triumph World Magazine - Thank you to Margaret & Doug Hellyer for donating a complete set of Triumph World Magazines.

TSOA - The First 60 Years A History

We have nearly sold all of the 200 copies printed. **Only 6 copies remain.** If you haven't got your copy yet, contact me ASAP.



Reminder to borrowers to return due books at the next Club meeting.

BUY, SWAP, SELL AND WANTED

FOR SALE

TR6 Parts



2nd Hand TR6 brake booster. \$50



4 x GAZ Gold adjustable shocks. Both F&R Limited use. \$375

Graeme Haymes
gnhaymes@optusnet.com.au
0407 365 959



Racotorations Modified TR Gearbox

Close Ratio Roller Bearing TR 6 modified Gearbox

This Gearbox has never been used - brand new. \$3,850.00



New RACOTORATIONS Alloy Rocker cover - never used. \$300



TR6 Radiator rebuilt by AUTO-COOLING incl new core. \$150

FOR SALE

Rollbar to suit TRs 4, 5, 6.

Competition style with harness bar and eyelets. Excellent condition \$395

Hella 181 Fog Lights pair (Rectangular) for that 70s period look! \$65 (\$350 new)

TR7 Used Parts:

Original vinyl sunroof assembly (vinyl torn).

• Fuel tank • Radiator • Standard spring set

Interior trim set **Make me an offer.**

Rob Boykett

boykett1@gmail.com

0424211748

FOR SALE

Garage clearance!

Triumph Spitfire Mk4 parts

Original 1300 radiator & electric fan

Looking for offers.

Crane Fireball XR3000 optical ignition kit - \$90

Robert Casson

traceyandbob@optusnet.com.au

0400 570 050

FOR SALE

Stag Parts

Interior black • Boot hinges • Soft top rear cover
Front springs & shockers

TR4 Parts

Original "Performance" wheels 15 x 6
Gearbox - non Overdrive

TR6 Parts

Stromberg Carbies & manifold
Bonnet • Boot Lid • Doors • USA Seats

Keith Ondarchie

keith@solar4you.com.au

0411557720

FREE TO GOOD HOME!

6 Cylinder heads (used):

- 3 off stamped 516816

Mk1 Pi & Mk2Pi Sedans to MG50000
2000 Low compression 7:1
TR6 to CR2845

1 only stamped 218225

Mk22000 sedan from ME50001 to
ME86355-86508
Mk2 GT6

- 1 only stamped 516323
TR250

Crankshafts (used):

- 2 off W2152 (sedans)

MGB head (used) 1 only (18casting)

Initial enquiries by email only Items will be available for pick up in September.

Brian Watson

wattob@bigpond.com

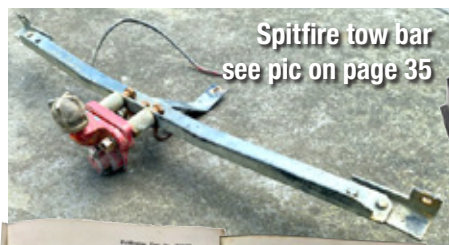
FOR SALE

- TR 2 Bonnet badge \$70
- TR 3 Bonnet Badge (2 available) \$70
- TR 2 workshop manual \$60
- TR 2 model car produced as a Rally car (Made in Japan) \$40
- TR 3 bonnet badge \$60
- TR 3 model car Dinky (no box) \$40
- TR 2 model LeMans Style with the box \$70
- Brand new key fobs for TR 7, Stag, Dolomite & Triumph World design for old TR's? \$20ea
- Spitfire Tow Bar suits MkIV & 1500 \$150

Philip Horner

erika.philip@optusnet.com.au

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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:

Ian Cowie
Phone: 0409 694 409



Small specialised workshop operated by Michael Heaton to meet all your TR requirements.

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