

TREND



MAGAZINE QUEENSLAND



**JULY -
SEPTEMBER
EDITION!**

INSIDE...



Happy 70th Birthday TS2



**TR7 Duo Clean up at
Local Sprite Show**



**TRiumphs TRavel out
West**



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CONTENTS

01 TREND EVENTS

Upcoming drives, meets and more!

02 PRESIDENT'S MESSAGE

Club President Frank Jacobson shares his words on the past three months

03 A WORD FROM THE EDITOR

Ellie the new editor reveals her mystery purchase

04 HAPPY 70TH BIRTHDAY TS2

An article from the TR Register Ireland

06 TRIUMPHS TRAVELLING WEST

Snaps and words from Paul Bingham documenting the nine-day TRip

08 NEW CONCEPT CAR REVIVES TR BRAND

An article from the TR Register UK

13 DAY AT THE MUSEUM

Brisbane run to the Gold Coast Motor Museum

15 DAVID HACK CLASSIC

Mike Taylor Shares the days events

16 WATCHING THE MARKET MOVE

Part Two of Cliff Chambers' Watching the Market Move series

17 SPRITE EXPO

The TR 7'S cleaned up at this show

19 UPDATE ON SPECIAL INTEREST VEHICLE SCHEME

(SIVS)

20 NUTS & BOLTS

This that & anything else

21 EXECUTIVE COMMITTEE

All the contacts you could ever need

TREND



EVENTS...

JULY

- 1st – Cars & Coffee – Coorparoo @ 6:30am
- 1st – 3rd – Toowoomba Range Tour
- 2nd – ICC Motokhana
- 2nd – Monthly Gold Coast Drive @ 9:00am
- 8th – General Meeting – Club Rooms @ 9:00am
- 9th – Cars & Coffee – Samford @ 8:00am
- 20th – 30th – Jumpers & Jazz
- 22nd – ICC Sprints
- 23rd – Monthly Brisbane Drive @ 8:00am
- 23rd – Automobile Display (*Jumpers & Jazz*)
- 27th – GEAR

AUGUST

- 5th – Cars & Coffee – Coorparoo @ 6:30am
- 6th – Monthly Gold Coast Drive @ 9:00am
- 11th – 13th – TR Register National Concours
- 13th – Cars & Coffee – Samford @ 8:00am
- 14th – 17th – TR Register National Bush to Beach
- 20th – Monthly Brisbane Drive @ 8:00am
- 23rd – GEAR
- 26th – Triumph 100 Year Anniversary – GCMM @ 10:00am

SEPTEMBER

- 2ND – Cars & Coffee – Coorparoo @ 6:30am
- 2nd – ICC Hillclimb
- 3rd – Monthly Gold Coast Drive @ 9:00am
- 10th – Cars & Coffee – Samford @ 8:00am
- 17th – Monthly Brisbane Drive @ 8:00am
- 28th – GEAR

THE PRESIDENTIAL ADDRESS

Hello members.....

One of the main activities of your management committee is to plan the club's program of activities. Some activities are routine and just fall into place but those that require a bit of work are the drive days and the occasional weekend away. It usually starts with a few ideas and suggestions being tossed around ending with the social secretary or any member investigating the specific details of where to, how best to get there, what we can do once there and of course the coffee and lunch stops along the way.

As an active club we have been to many places along many different trails. Consequently, finding somewhere new and interesting can be difficult but it is always the main driver for planning our social activities. Even after many years it is possible to find a drive day program that is new, or at least new to the current active members. The management committee at any given time is not aware of all the possible activity options and we have been supported by drive day programs prepared by non-committee members. The management committee really appreciates that input.

One thing we always try to do is to appeal to as wide a coverage of the membership as we can. The success of that can only be judged by your attendance and/or your suggestions and feedback. So, please help us and we will keep planning the best package of activities we can. We might not always be able to put your thoughts and suggestions into the mix but please don't be put off by that. Every bit of discussion contributes something and it is all important.

One coming event to mark in your diary is our proposed 100 Years of Triumph celebration. The Committee has been working to come up with an idea that draws in as much of the membership as possible. Even Triumph owners that aren't members will be more than welcome. The date has been set at 26th August and the venue the Coomera Motor Museum. This location addresses some attractions in the one location that we hope members will enjoy on the day. We have a green field site in a rural area with indoor/ outdoor dining and bar facilities and a very impressive motor museum to add to the Triumph display. You can start now to work on making your Triumph sparkle and help us fly the Triumph flag. There might even be some trophies/prizes on offer for well turned-out show cars. Look out for future announcements.

It is always good to see new faces and members we only see from time to time. Mike Tenby (Stag) and Gary Austin (Spitfire) joined us on our Lockyer Valley run recently with Mike bringing a background as President of TSOA South Australia and Gary connected between Ipswich and Tara with his living and working arrangements. Gary brought with him some interesting observations about life in the Tara area.

Elsewhere in this issue you will no doubt see some mention of Editor Ellie's new toy in the form of a TR7 Sprint convertible. We welcome her to the Triumph fold. I can't think where she picked up the "Wedge" affliction from. She probably looked around, saw and heard these other "Wedge" owners airing their knowledge and decided, that is a good source of help and advice to tap into. Like some of us, I guess she just got hooked on the TR7 package!

Members are also encouraged to take up the TR Register's invitations for drive days. It gives us another drive day outing and judging by the two I have been on recently they are totally interesting and enjoyable. Invitations will come via TRend and Secretary Mike, so grab the opportunity. The Queensland Register is this year hosting the TR Register Nationals in Stanthorpe so there is an excuse (if you really need one) to get along for the Concours part of their program and then take in some sights (and wines?) of the region at the same time.

There is plenty happening over the next few months and since it is the weather friendly time of the year you owe it to yourself and your Triumph to make the most of it.

Keep Triumphanting

Frank J.



ELLIE'S

EDIT



I bought a TR7 Spider! A not so big surprise to the members who have already seen it at meets, especially our secretary Mike Taylor whose hoist I have frequently visited to observe the inevitable worsening leaks that accompany such a purchase.

I had no spare money to splash towards a 1980s sports car and even less spare knowledge about Triumphs and what to look out for when possibly purchasing one, nevertheless I headed to Victoria Point in late March to check it and take it for a drive. The roof was down and my Bridget Jones fantasy was instantly fulfilled! I had to move the seat forward due to my shorter than average legs struggling to reach the pedals. The seller made a remark along the lines of "that's the first time that seat would have been moved in more than 10 years", which explained its reluctance to budge forward. An inescapable stall during the first take off but then on my second attempt, I was away! Driving down by the waterfront on a sunny Sunday morning, it was a pinch me moment, however, I struggled to take in the serenity due to the Spider's alarming lack of brakes and it's huge front bumper which I couldn't see the end of, making me nervous about hitting potentially anything and everything. Yet, none of that mattered...I was already in love!

...And still am in love. I'm in love with its rust and its lack of aircon or heating. I'm in love with its windscreen wipers that have sprung off twice mid storm. I'm in love with the leak directly above the accelerator pedal that allows water to drip onto my foot during rainy days. I'm in love with its temperamental headlights that sometimes decide to do the Mexican Wave to oncoming drivers. I love its stiff passenger door that requires the strength of two hands to open it. I love its nasty coolant leak and I love its rattling diff joint during every deceleration. But most of all, of course, I love the feeling I get when I drive it, wet foot and all.

Three months I've been using it as my daily now. To work, University, for errands and beyond. It's even won itself an award at the recent Sprite Expo in June. I still blame you Phil Strong for allowing me to set eyes on your Spider at my first ever TSOAQ meet, which sparked instant desire.

Here's to making more memories, more abominably priced Rimmer Brother orders, more trips to Mike's hoist, to attending more drives and meeting more wonderful people and hearing their stories, all in my lovely little 1980 TR7 Spider,

Ellie.

A superb story kindly sent from the TR Register Ireland. Images and words are courtesy to Mr Keith Read



Happy 70th Birthday to TS2

- By Keith Read

On Wednesday July 22nd 1953 the first two Triumph TRs were launched by the Standard Triumph factory in Coventry England. Known by their chassis/vin numbers as TS1 and TS2 the former was in left hand drive and the latter was in right hand drive.

TS is an abbreviation for Triumph Sports. TS1 was exported to Canada and is a survivor today.

TS2 was exported to Ireland via Sweden where she attended motor shows in both countries. What's more, TS2 has a fascinating Irish history, as her Co Offaly registration might suggest.

In Ireland in Autumn 1953 she was displayed at the Dublin Motor show followed by touring the country to the many Standard Triumph dealers as a demonstrator, she was unregistered and was driving on her garage trade plates.

She was purchased by her first owner Dr Brendan O'Hara in January 1954. Dr O'Hara raced and rallied many types of sports cars in the 1950s and 60s. Dr O'Hara was a GP and his surgery was in Tullamore, Co Offaly.

In 1954 County Offaly was issued with the vehicle registration prefix IR.

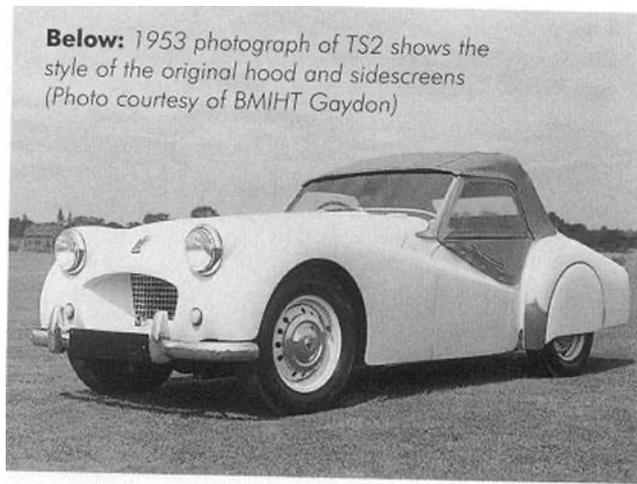
Fifty years later in January 1954 Dr O'Hara's new TR2 was issued with the registration number IR-6360 which she retains to this day in Ireland.

Easter in Ireland for motorsports fans back in the 1950s to 1980s always meant the arduous four-day Circuit of Ireland Rally.

Dr O'Hara entered TS2 in the 1954 Circuit of Ireland Rally and completed this tough event without mishap.

TS2 was the first TR to enter this famous rally, followed by dozens more side screen TRs over the next two decades culminating with the late Paddy Hopkirk winning the 1958 rally outright

Below: 1953 photograph of TS2 shows the style of the original hood and sidescreens
(Photo courtesy of BMIHT Gaydon)



in a works TR3A, with 3As also winning the team prize.
TS2 was raced, hill-climbed and rallied over the following 18 months until Dr O'Hara moved temporarily to London in 1955/6 taking his TR2 with him, he was living in Eaton Square. TS2 was road-taxed with London County Council on her Irish IR-6360 plates during her stay in England.
The UK's annual road tax rate back in the mid-fifties was double the cost of the annual road tax rate in Ireland.
TS2, being built in Coventry, is the sole fbu side screen TR registered as a new car in Ireland. All TR2/TR3/TR3As were assembled in Dublin from cdk kits supplied by the factory. TR2s assembled in Ireland carried the DL suffix on their chassis/vin plates.
Upon his return to Ireland with TS2 Dr O'Hara sold her to a fellow enthusiast who also campaigned her vigorously as did her subsequent owners.
Sadly by the mid-sixties TS2 was semi-derelict with very little time or money spent on her, like many ten year old cars, their owners moved on to newer and faster models.

In 1973 Tom Brown of Bangor Co Down was the owner of TS2. Tom wrote to our club asking if anybody would buy TS2. The following Sunday I drove to Bangor to meet Tom and take a look at TS2. For me to buy and restore TS2 in the condition she was in was a bridge too far. She was just about in a drivable condition but in a very distressed state, so I declined Tom's offer. Fortunately, my good friend Keith Read, a motoring columnist and author on all motoring topics, stepped in and purchased TS2 from Tom, bringing her across the Irish Sea to his home in the English midlands. Eventually Keith donated TS2 to the TR Register UK who subsequently undertook a mammoth rebuild. Thankfully TS2 today is not a trailer queen or a museum exhibit. She is constantly on the move and visits overseas countries as well as touring throughout the UK. TS2 is and has been the best marketing tool for the TR Register UK club and its members across the globe. She is now due another major refit to keep her running for the next 70 years. Happy 70th Birthday TS2 from all of us club members in TR Register Ireland.

- Keith Read, TR Register Ireland

TRiumphs TRavelling West

Please enjoy an entry by our very own Paul Bingham. Recapping the events during the trip out west, which commenced on April 11th and finished April 20th earlier this year...

A slow drive from the Gold Coast through Beaudesert, Boonah, Maryvale, Allora Clifton, cross country to Pittsworth, Jondaryan, on to Dalby for the first night and catching up with the TRIUMPH TRAVELLS from Brisbane and as far as Hervey Bay.

Happy Hour then off to bed to rest for the TRip the next day.

A steady drive across country to St George, the countryside nice and green and roads pretty good. Filled up with petrol then Happy Hour. Off to Lighting Ridge the following day via Dirranbandi and Hebel. A pub, phone box and a general store that's it on the border. Made a phone call in a phone box, yes it worked and at no cost, then on to Lighting Ridge.

Well Lighting Ridge is a world on its own should be on every one's bucket list. With a two day stop with lots to see and at the end of the day a relaxing dunk at the very large hot springs pool, was just beautiful and seems where all the locals get a nice stay for a couple of days to refresh and tuck into a beautiful roast on the last night.

On to Walgett then Collarenebri, lunch left-overs from the roast cooked by Ken and Judy. On to Moree, Warialda to catch up with a guy with a TR3a, a lovely E-Type Jaguar and a beautiful afternoon tea, then on to Inverell for a couple of days. Lots to see the Motor Museum, Copeton dam, etc.

After the couple of days that's it, headed for home with a night in Warwick along the way.

Thanks Ken and Judy for Organising the TRip and thank you everyone for the company.

Never too far in a TRiumph,

Paul Bingham.







New concept car revives Triumph TR brand

Admin • last updated 14th July, 2023

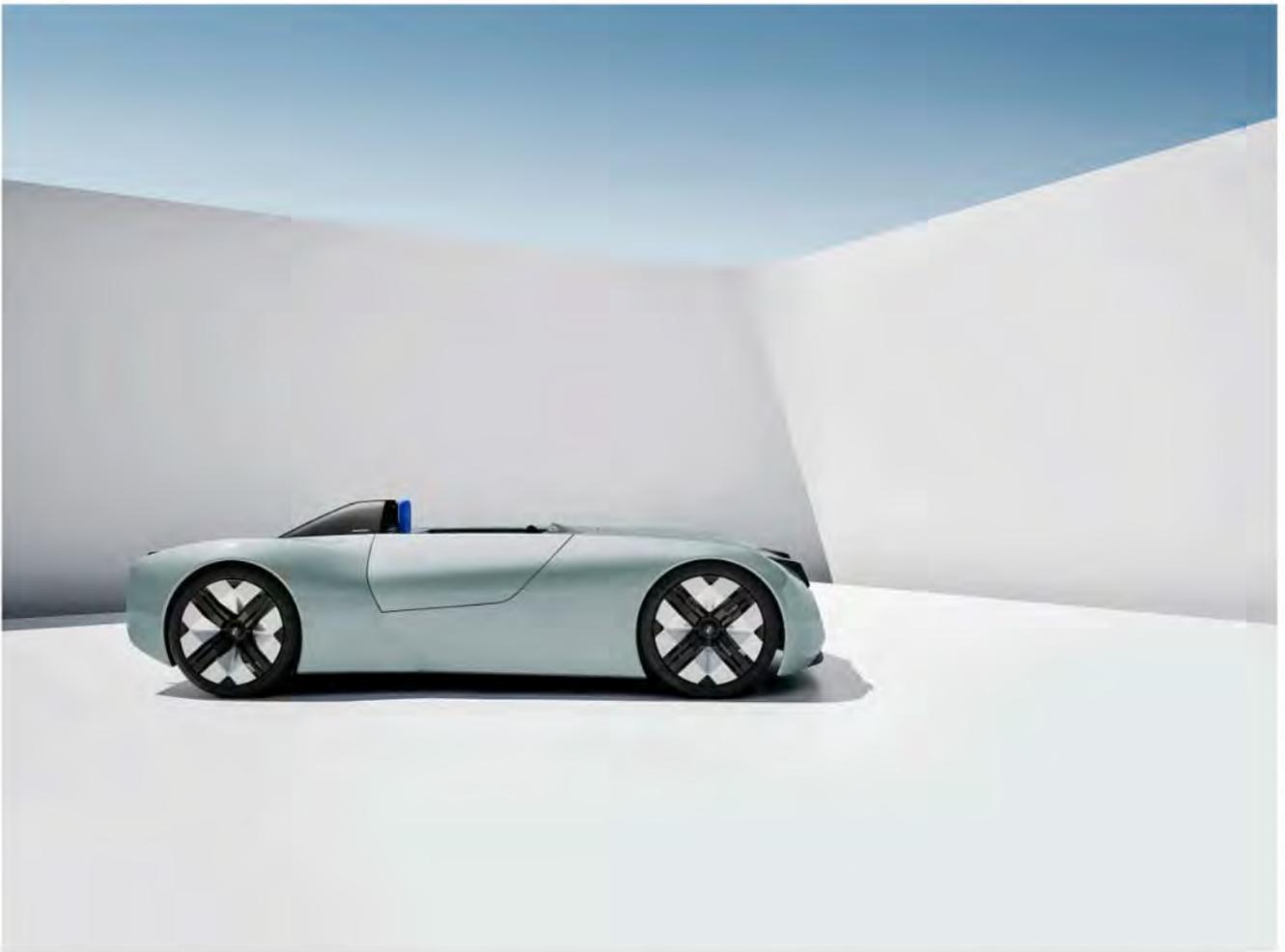
No, it's not April 1st, you haven't consumed too much Pinot Noir and there is no need to adjust your set - this really is a new Triumph TR. It's the first Triumph TR concept since the TR8 of 1978 and it's quite frankly, what we've been waiting for ever since.

100 years after making its place in history as a leading sports car brand, the Triumph Motor Company makes headlines again with a new all- electric concept car, created by leading automotive design house, Makkina and dubbed the 'TR25'.

Unveiled in London, the TR25 created by Makkina is a celebration of the great British roadster, paying particular homage to the record-breaking 'Jabbeke' Triumph TR2, MVC575, which broke the land speed record for production cars under two litres in May 1953.

70 years after its record was secured and 100 years since the Triumph name first appeared on a production car, it returns to the headlines under a different name and sporting a new, modern design direction as the Triumph TR25 by Makkina. With a deep-rooted commitment to craftsmanship and innovation, UK-based design house Makkina has created the TR25 to embody the record-breaking car's attributes in a contemporary way with realistic proportions that remain true to the Triumph brand.

It's not as if people expected there to be a new Triumph TR, but the fact that the motor industry now has a reason to discuss Triumph TRs again, is a fantastic thing, especially when you consider that most motoring journalists might never have heard of the brand before now.



Making its name in speed record history, the Triumph TR2 MVC575 competed famously in its speed trials in Jabekke, Northern Belgium in 1953. The original 'Jabbeke' TR2 was memorable as it achieved an impressive and record-breaking speed of 124.889 mph, with test driver Ken Richardson at the wheel. The 'Jabbeke' TR2, otherwise known as MVC575, was a pre-production prototype car, featuring streamlined parts including an under shield, rear-wing spats, and a metal cockpit cover.

The colour of the car, a pale blue-green hue, has now become synonymous with the 'Jabbeke' TR2. The original car now resides at the renowned British Motor Museum in Gaydon, UK.



Image courtesy of the British Motor Industry Heritage Trust, Gaydon

From the outset, Makkina's desire was to showcase the characteristics that made MVC575 such an important car. The front end with its two distinctive headlights – a design also synonymous with subsequent Triumph sports cars – the sleek, aerodynamically-optimised exterior surfaces, the single-seat configuration with optional flip-out jump seat for the passenger, plus the uncompromising driver-focused cabin.



Using an all-electric BMW i3S as a platform, Makkina has been able to give the TR25 a near 50-50 weight distribution, allowing it to corner as a true sports car should. Coupled with a low centre of gravity and compact proportions, the i3S serves as the perfect foundation for Makkina to develop the next chapter in British sports car history.



Director at Makkina, Michael Ani, said:

“Our aim was to update the true character of the original record-breaking ‘Jabbeke’ TR2 with our design, through both interior and exterior design. Using the BMW i3S platform allows us to create a blend of old and new with the TR2-inspired body shape and the versatile and adaptable powertrain, creating a seamless, fully electric experience. The i3S platform proves that driving an electric car can be fun! The combination of instant torque, acceleration, agility and silence are as compelling now as ever.”

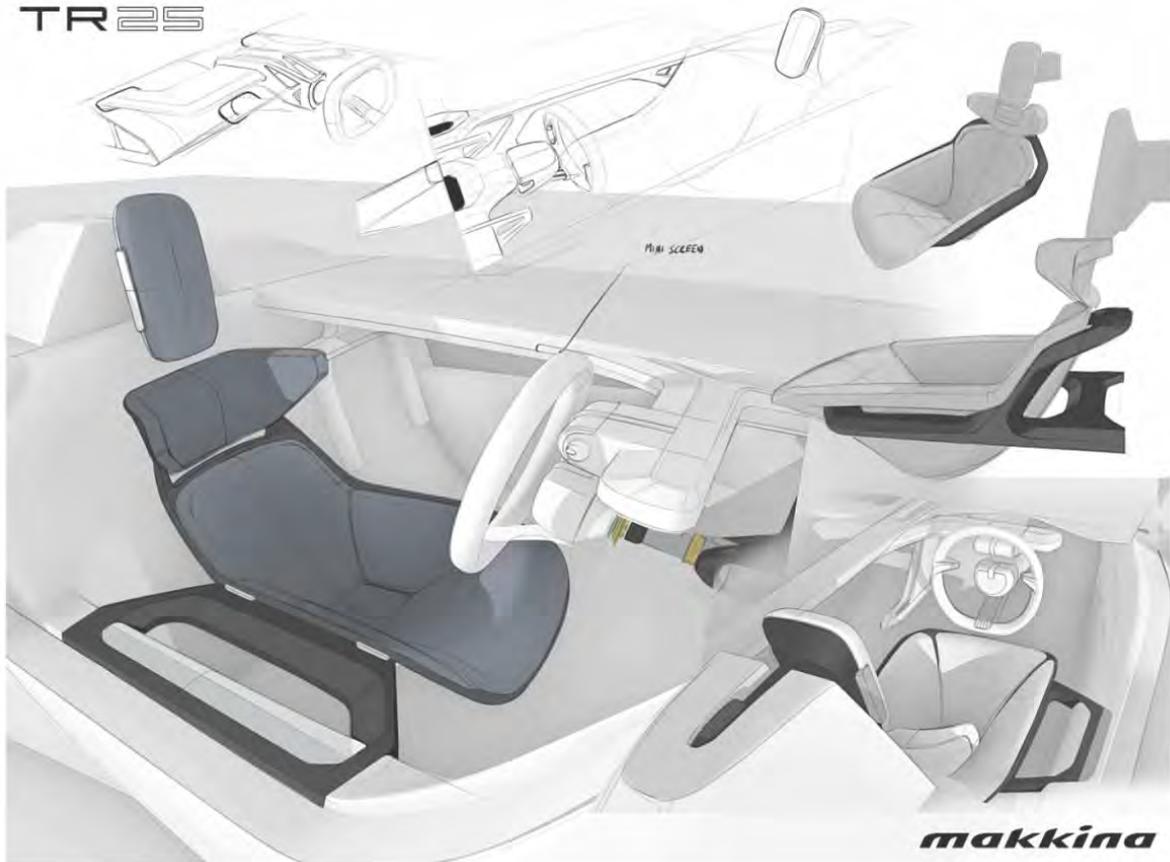
With a minimalistic interior, the TR25’s cockpit aims to place the driver in a setting where there are no unnecessary distractions. Minimal instruments and controls allow for the enjoyment of a pure driving experience, evoking an emotion that is key to Makkina’s ethos. The headlamps of the TR25 mirror those of the ‘Jabbeke’ TR2, with a signature ‘25’ in the centre as a nod to Makkina’s 25th anniversary. The single-seat layout enhances the true sports car experience, whilst detailed touches include an updated version of the Triumph Motor Company’s emblem.



A self-centering dial in the steering wheel displays all vital information while a central binnacle will show road speed, charge levels, and battery range. The spoked steering wheel, which pays tribute to the ‘Jabbeke’ TR2’s wheel in period, will be where the driver can access driving modes, data and the car’s navigation system.

With 25 years of experience, Makkina is the perfect partner to bring the TR25 to life and has produced designs for some of the automotive industry’s biggest players, creating a formidable reputation as the agency of choice for automotive design. The closely-knit team has a wealth of creative talent and know-how, discreetly attracting some of the most respected brands in the automotive world, taking their projects from sketch to production.

TR25



Also celebrating a significant anniversary, the former Triumph Motor Company name remains synonymous with the iconic British sports car, 100 years since the company built its first vehicle. Triumph has produced some exceptional cars in its history, from the great TR sports cars to the Dolomite and Spitfire. With the blessing of BMW Group, who own the rights to the Triumph name, Makkina is proud to bring its TR25 to life.



DAY AT THE MUSEUM

- Brisbane run to the Gold Coast Motor Museum



I had visited the Gold Coast Motor Museum before, but joining the Brisbane chapter's April run to the venue seemed like a good day out and it certainly was.

For a start, the gathering proved that nowhere is too far in a Triumph (or a Nissan, MG, Ford, Mercedes-Benz or Volvo) and that our Club runs are open to all brands. Just see what wants to start on the day and show up.



Bathed in sunshine, the group left Nielsen's Native Nursery in Loganholme for the short jaunt south to Coomera where the museum sits in tree-lined serenity.



First up before the seeing cars was (of course) food. The Museum offers an extensive menu and even larger covered dining area

where our group of over 20 sampled some tasty and sensibly priced breakfast fare.



Into the main building and the depth of detail is overwhelming. Not just an extensive array of cars but static displays and intriguing automobilia ensure that there is something everywhere to catch the eye.



Most of the cars currently displayed are American, but amongst them you find the occasional Australian model. Also stunning bits of European and British engineering including Ferraris and a gloriously gold Aston-Martin V8.



Sadly the only Triumphs to be seen were amongst the hundreds of diecast models decorating the museum walls. One day, maybe.

The concept of a rustic style (but brand new) building filled with unusual cars emerged because Museum founders Grant and Carl Amor wanted to fulfil their father's dream.

"This all came about because our father, Denis, always wanted to create a car museum," Carl explains. "Dad died when I was 16 and Grant was 14, so it went on the backburner, obviously."

"About 5 or 6 years back, we worked out we could probably build a car museum and make it a good one. That's when we started looking seriously for a property and got things rolling," Carl says. Most of the cars on show came from the brother's own collections, with others on loan from their trusting owners.



As TSOAQ members who wandered inside after breakfast would have noted, the on-site restaurant was named 'Stanley's Barn' in

honour of a 1924 Stanley Steamer and is also steeped in history.

"The restaurant has got an old-town Americana kind of feel to it; it's not a diner, but there's lots of turn-of-the-century gear in there to make it an interesting venue," says Carl.



Admission cost was unchanged from our first visit in 2021; \$20 for adults, with members of organised groups and concession holders paying \$15 each.

The Museum is located at 107 Kreidemann Road Upper Coomera and the website www.goldcoastmotormuseum.com.au has details of opening times and the ever-changing displays.



David Hack Classic - Toowoomba

Steve Phelan had organised a Brisbane drive to the Classic where we were to meet at the Caltex service station at Blacksoil at 7.00am for a 7.30 departure. This resulted in me having to depart home before 6.00 for the journey to Blacksoil. At 7.10 I approached Blacksoil slowing in the inside lane preparing to pull into the Caltex, I am unsure whether it was the early start with 7° C temperature or the failure of the Stag heater to deliver much warm air, but I was just passing the Ampol service station when I realised this Caltex had had a name change. As I was past the entrance a small diversion to do a U turn was required, the Volvo Club who had congregated at the BP must have been mystified by the Stag driving up and down the road. I was not the last to arrive, that goes to Roy Hall who had driven down from Toowoomba in his TR4 and I was not the only member to drive past the Ampol.



We had an uneventful drive to Toowoomba and were directed into our parking spot. This is the best display of Triumphs that we have managed in recent years.

Unfortunately, we were greeted by a very cold windy but sunny day. We were well wrapped up but the wind did not make for the most pleasant day with hats flying in all directions and cold fingers. The hot coffee was most welcome.

There was a varied display of vehicles for those who braved the wind and cold, some members chose the warmer environment of the food tent to viewing the cars on display.



Photographs give an idea of the variety of cars on display, of particular interest to me was an early racing Mini that was fitted with a British Leyland Special tuning crossflow 8 port cylinder head. I was racing a Mini in England in the late 60's when the first 8 port heads were the holy grail of head design. I believe they were developed by specialists such as Downton Engineering and Richard Longman and later taken up by British Leyland Special Tuning who developed the 8 port alloy head casting as on this car in Toowoomba.



Another rare car was the Triumph Gloria although this one had lost the original engine and was equipped with a Riley replacement.



Like many of the attendees we decided to move on out of the wind and a group of us drove along the range to Hampton where there is a spectacular drive down the hill to Esk, I route I regularly take on the way home from Toowoomba. We stopped in Esk at Angie's Café where there was a massive selection of home baked calory loaded temptations for those with a sweet tooth. After enjoying a selection of the cakes and a round table chat, it became apparent that the staff were clearing around us we moved off towards home, most heading South along the Brisbane Valley Highway towards Brisbane, I prefer the drive North to Kilcoy and the D'Aguilar highway home.

- By Mike Taylor



Watching the Market Move

50 Years of Change - *by Cliff Chambers*



Historic motor sport gained popularity during the 1970s and helped build interest in older models. However, it took a financial jolt like the October 1987 stock market collapse to radically change general community attitudes to older cars.

Suddenly, car auctions were in the news and people who previous times couldn't care were commenting on the cost of Ferraris and GTHO Fords. Investors who had kept hold of their cash after 1987 went looking for tangible assets like gold, artwork and specialist vehicles.

It wasn't just the wealthy either, because while those at the top end of the market were putting six and even seven figure sums into collections of exemplary cars, people with much less to spend were following the trend: buying just one car or building up cheaper but still enjoyable fleets.

The euphoria was short-lived of course and ended with the 1990s economic recession. This downturn didn't impact the global market as much as it did here, however it would deal savagely with Ferrari values which had climbed following Enzo Ferrari's death to quite unsustainable levels.

In Australia, the effects were more savage than in other places due to a serious recession which persisted throughout the 1990s. Locally made performance cars which had seen their values climb in some cases by 300 percent experienced sudden returns to reality, with enthusiast buyers taking advantage of speculators who were being forced to sell at a loss.

Some investors did hold on through the Recession and would eventually make handsome profits, but not until 2004-07 when the muscle car value 'boom' drove values to unheralded and ultimately unsustainable levels.

While extreme interest rates contributed to the 1990s price crash, it was low interest rates during the mid-2000s allied to rising property values that helped buyers fund a 'hobby' car.

Two years later and with prices again at silly highs, the market retreated. It didn't go back to pre-2004 levels but anyone who bought a car after mid-2006 would probably still have it in 10 years' time.

Blame for reversal of the Muscle Car 'boom' has been levelled at the 2008 Global Financial Crisis, but by the time its influence was felt, the market was already well in decline.

For several years afterwards, values remained at close to equilibrium, but then word spread that car production in Australia was under threat. Sure enough, announcements from each of the nation's surviving vehicle manufacturers would follow, confirming that before 2017 ended Australia would no longer have a car industry.

Panic ensued and demand for locally made cars of all ages and types sent values soaring again...*to be continued...stay tuned for Part Three in the October Issue of TRend!*

SPRITE EXPO



- By Ellie Holtby

A sunny Winters morning on June the 11th brought the Sprite Expo at Pelican Park, Clontarf. Having just finished an overnight shift I safely raced home, brushed my teeth and ambitiously threw some tyre shine on the Spider in a last ditched attempt to distract any wandering eyes from its not so polished body, before heading over to the expo. It was the first show I had been a part of due to not having the Spider for long, so I was quite nervous. However, I was greeted by familiar club members such as Mike Kelly and Keith who had arrived earlier. Before I had even gotten two legs out of the car I was asked by an intrigued walker by if I could lift the bonnet, my nerves were put at ease and along came the conversations.

A handful of Triumphs attended, including a GT6 Mark II which was for sale. An MGA with an s2000 engine caught my eye due to me being a little bit of a Honda fan. The Sprite collection was impressive, my younger sister (who I had dragged along with me) found the smiley face grills quite amusing.

During a walk around with mouths full of sausage sizzle my sister, Summer, and I were asked to pick the winner for the “*Ladies Choice*” trophy. Summer had been gawking at Mike Kelly’s orange TR7 since the moment we arrived, so it was a no brainer for her. Not being allowed to vote for myself, I seconded her decision.

The morning swiftly turned into the afternoon and I found myself ready to head home due to a lack of sleep the night before starting to catch up to me. Keys were in hand, when I was unexpectedly asked by the club’s director to stick around for the award ceremony at 12pm. Mike Kelly and I, the last two remaining Triumph owners, attended the ceremony with eager ears and sun burnt necks.

No surprise to myself Mike won “*Ladies Choice*”, as he went up to collect his trophy, I heard other attendees nodding and agreeing with the win in unison. My Spider won “*Best Invited*” which I was very flattered by and ever so grateful for my manic tyre shine spray episode earlier that morning.

Mike and I both drove home that sunny Sunday afternoon, in our newly award winning Tr7s. Once back, I told Dad, who was a little gutted he didn’t take his GT6, all about the day’s events...



UPDATE ON SPECIAL INTEREST VEHICLE SCHEME (SIVS)

Existing members will be well aware of this scheme, however newer members may be unaware of the option in Queensland for lower cost registration for classic cars over 30 years old, and owners must be a financial member of an incorporated car club. There are however restrictions for use of classic vehicles registered under SIVS. The major points are indicated below, but for complete details you should visit the TMR website

Any vehicles registered under SIVS may not be used for following

- Regular duties such as driving to and from work or shopping.
- Hire or reward

SIVS vehicles can only be used under following conditions

- Taking part in an event organised by an incorporated car club that is listed on the club's official website or social media page
- An impromptu event that has been organised by a financial member of the club and has been listed on TSOAQ's Impromptu calendar.
- Road testing of the vehicle within a 30km radius from the place where the vehicle is normally garaged
- Driving the car to premises to get it repaired or inspected, there are no distance restrictions on this but it should be reasonable and you should have an agreed booking

How Club Members Can Register their own Impromptu Event

- Members need to be a financial member of TSOAQ and should go to the website tsoaq.org.au and login into members area then go to events and impromptu events and a calendar will be displayed, go to month and day, click on "+" symbol, a new window will open where information can be entered and saved.
- Note under TMR rules, by adding an impromptu event you are also inviting any TSOAQ member to join your event if they so wish

Registration Plates

- If you have a standard Queensland rego plate and put your car on SIVS, you will be provided with replacement plates with a S letter
- Cars with personal plates can keep these plates when registering under SIVS

Penalties for Using a Vehicle Outside the Conditions

- Drivers may be subject to a fine or have their SIVS registration cancelled. Fines have recently been increased up to a maximum of \$2757 for vehicles up to 4.5 tonnes
- Owners are taking a serious risk if they use their vehicles outside the SIVS regulations as in the event of an accident they may find their insurance null and void.

Applying for SIVS Registration

- Details of SIVS can be found on the Queensland Government website "Transport and Roads" area under Special Interest Vehicle Scheme Guide", including how to apply
- You will also need a "Dating Certificate" from the club which will confirm that you are a financial member of the club and that the vehicle in question complies with SIVS requirements.

Note It is the responsibility is on individuals to comply, not clubs and clubs are not required to police members use of SIVS registerer cars. Other States have different regulations but members can legally use their vehicles interstate as long as they are conforming to the Queensland regulations.

NUSS AND BOLTS

INTERESTING TR7 MAKES MISERABLE MONEY AT LLOYDS

The Lloyds April 2023 Gold Coast auction presented a fascinating array of cars including this allegedly genuine TR7 ProCar.

'Genuine' does not mean authentic though, because although the TR looked stock from the outside, things under the bonnet were dramatically different from what they had been in 1980.

The 2.0-litre engine that would have been thrashed around Sydney's Amaroo park by the likes of Bob Morris, Colin Bond and Jim Richards was gone (probably terminally destroyed) and replaced by a nicely presented 3.5-litre V8. Inside the car looked brand new, outside pretty good with all the bumpers on straight and OK paintwork plus the correct style of wreath on the nose.

What's it worth? If it shaped up after a proper mechanical inspection, somewhere in the region of \$20,000. What did Lloyds manage, despite access to potential bidders from all across the country? \$12,500.

CLUB POEM

*Are you an active member
The kind who would be missed???
or are you just a number appearing on a list???
Do you attend the meetings and mingle with the flock???
or do you sit in private and criticise and knock???
Do you take an active part to help the work along???
or are you satisfied to be the sort that just belong???
Do you work on committees to sit there is no trick???
or leave the work to just a few and talk about "clique"???
Do you go to rally's with or without your car???
or sit at home saying it is too far???
Think this over members you know what's right from wrong!!!
Please be an active member not one just too belong!!!
The Nationals are coming up, a chance not too be missed
Too be an active member not a number on a list.*



100 Years of Triumph Cars

2023 is the 100-year anniversary of the Triumphs first car, the 10/20 that was launched in 1923. Triumph manufacturing had been in operation for a number of years Triumph Cycle Co being formed in 1889 to manufacture bicycles that was expanded into motorcycles in 1902 and finally into cars. The name was not changed to Triumph Motor Co Ltd until 1930 with the motorbike manufacturing becoming a subsidiary and the bicycle part of the business being sold to Raleigh to raise cash.

To celebrate the anniversary TSOAQ are holding a celebration lunch at the Gold Coast Motor Museum, 107 Kriedeman Road, Upper Coomera on Saturday 26th August 2023. The day will consist of

- Separate on site parking/display area for Triumph cars
- Chance to tour museum at reduced cost
- Lunch in Stanleys Barn on site restaurant
- Trophy for Presidents Choice, the most interesting Triumph on display

TSOAQ are offering owners of other Triumph cars who are members of other car clubs to join us on the day's celebrations.

Can those other club members interested in attending confirm to secretary@tsoaq.org.au



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