

THE OFFICIAL MAGAZINE OF TSOAQ - INFORMATION & STORIES FOR TRIUMPH LOVERS

# TREND

July – September 2026

**WHY IS THERE AN OIL CRISIS?**

**NATIONAL MOTORING  
HERITAGE DISPLAY**

**MARATHON MADNESS**



**FOR SALE  
or WANTED ads  
remain free to  
club members**



# Classic Car Clinic

Service. Restoration. Sales



## SPECIALIST EXPERTISE FOR TRIUMPHS

Classic Car Clinic has decades of experience with all types of Triumph and we are passionate about this iconic car.

We provide a comprehensive range of services including all service, mechanical and electrical work and have established partners for paint, body and trimming requirements too.

Should it help in getting back from the workshop, courtesy transport can be provided and we can also offer a pick-up service for your car too. Call us or email to make a booking for your Triumph we and look forward to seeing you soon.

37 Lemana Lane, Burleigh Heads, 4220

Our phone number is 5659 1455

info@classiccarclinic.com.au



**“Service, spares & repairs to all British vehicles”**



## Greg Tunstall Mechanical

2 Trade St Ormiston 4160

Office located on Freeth St

Ph: 07 3821 0622

[www.gregtunstallmechanical.com.au](http://www.gregtunstallmechanical.com.au)

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

The committee has therefore determined that the cost of a full-page advertisement will be \$100 paid annually (plus any artwork costs unless finished art is supplied). Please contact the editor if you wish to book a page for your business.



# CONTENTS

July - September 2026

## 1 EVENTS

*Upcoming TSOAQ events*

## 2 VICE PRESIDENT'S REPORT

*Vice President Peter Connor shares his latest report*

## 3 2026 NATIONAL MOTORING HERITAGE DISPLAY

*Murray Clark reflects on the day's events*

## 4 WHY IS THERE AN OIL CRISIS?

*Vice President Frank Jacobson explains the recent oil crisis*

## 5 ELDRED NORMAN

*Murray Clark reflects on the history of a legend*

## 6 MARATHON MADNESS

*Cliff Chambers presents another of his unbeatable articles*

## 8 FROM THE ARCHIVES

*Colin Rees shares a collection of fascinating magazine articles*

## 9 MANAGEMENT TEAM

*Meet your TSOAQ Management Team for 2026*

E

U

E



N

T

S

**Jul**

**Aug**

**Sep**

**Sat 4th** - Cars & Coffee - Coorparoo

**Sat 1st** - Cars & Coffee - Coorparoo

**Sat 5th** - Cars & Coffee - Coorparoo

**Sun 5th** - Gold Coast Magical Mystery Tour

**Sun 2nd** - Gold Coast Magical Mystery Tour

**Sun 6th** - Gold Coast Magical Mystery Tour

**Sat 11th** - Cars & Coffee - Karalee

**Sat 8th** - Cars & Coffee - Karalee

**Sat 12th** - Cars & Coffee - Karalee

**Sun 19th** - Monthly Brisbane Drive

**Sat 15th/16th** - Leyburn Sprints

**Sun 20th** - Monthly Brisbane Drive

**Thurs 23rd** - GEAR - Lakeside Park

**Sun 16th** - Monthly Brisbane Drive

**Thurs 24th** - GEAR - Lakeside Park

**Thurs 27th** - GEAR - Morgan Park

**Sun 27th** - All British Day

**Can TSOAQ members please ensure name badges are worn to all events**



# VICE PRESIDENT'S REPORT



Hi Members,

It seems like it was only yesterday that a team of us were working on the 2018 Queensland Nationals. In fact, the journey for that event started in 2016, so, by the time October 2026 rolls around, it will be almost 10 years since Queensland members were involved in pulling together a Queensland Nationals event!

Of course, the long term effects of the COVID pandemic had a major impact, with some Nationals having to be postponed and the usual cycle of which state had it's turn next, was out the window.

So here we are again! As you know, our destination for 2026 is the beautiful garden city of Toowoomba, running from the 10th to the 17th October.

There is a full week of several interesting drives, a steam train ride, gymkhana event and the scene is set for the Show and Shine morning at the Cobb and Co museum. Mark it in your diary – Sunday 11th October from 9.30 to 1.00pm. If you can make it up for the day, we will be pleased to see you. There are never too many Triumphs!

As an added bonus, we will be in Toowoomba straight after the annual Carnival of Flowers, which has prompted our theme for the week of 'Flower Power'. I'm sure that this will send many of us searching through our wardrobes or scouring Temu and eBay for appropriate outfits to match the occasion.

At the time of writing this, we have around 90 people attending, but we do have a few spare rooms, so if you want to join us for the week, please call or drop me an email. The full itinerary for the week is on the TSOAQ website – [tsoaq.org.au](http://tsoaq.org.au)

Making this event happen doesn't come without a lot of hard work and we are very fortunate that there is an experienced and enthusiastic team on board to ensure a successful week.

We hope you can take the time for a drive to the Show and Shine, or if you want to come for the week, please give me a call.

We will also need some volunteers to help during the week, so if you would like to assist, please give me a call and I can talk to you about where and when we will need extra people.

**Peter Connor**

*From Peter Connor's Workshop. TSOA 2026 Nationals Event.*





## 2026 National Motoring Heritage Display at the Carindale Clubrooms

After raining all week it was a welcome sight to see clear skies for the above event. This offers a chance for members of different Clubs to come together for this event organized by the Queensland Historic Motoring Council. All proceeds of the day were shared between the Robert Shannon Foundation (offering restoration grants to younger enthusiasts) and the Wynnum and Redland Community Place (offers shelter, food and clothing to the homeless and needy). There was also a restored mid 1970's Fairlane Ambulance from their Historic Fleet on display. The equipment level in the 1970's has dramatically changed when you see today's fleet of emergency vehicles with their latest medical technology.

It was also nice to see five Triumphs at the event. There was the 2500 TC of Bayside member Lawrie Bennet, as well as the 2500s Sedan of Cliff Chambers. My Sprint was also in attendance. It was great to see two new members and their cars along for the event.

The first of these was the 1976 Yellow Triumph Stag belonging to Jeffery Meredith. He recently bought the car from Tasmania, where it had been in the one family for 50 years. It is a nice well cared for example. The second car is a 1965 Triumph TR4a IRS belonging to Neil McNaught. He purchased the car from a the previous owner who had done a four year restoration. The attention to detail and the end result of this metallic British Racing Green car are well worth seeing. Both members also went on the optional run to Manly which ended up at the Historic Gumdale Hut display.

Their earliest car was a vintage Vauxhall with alloy polished body and ranged up to mid 70's vehicles. There were some great donated raffle prizes which included Penrite Oil and car care products plus some household appliances. It was an enjoyable day for all,

***Cheers from Murray***





## WHY IS THERE AN OIL CRISIS?

### *SOME BACKGROUND INFORMATION:*

Since oil (or lack of it) is a major international topic of conversation and its impact has already been widely and painfully felt, I thought members might be interested in some information that is relevant to the conversation. For us, as owners/users of classic cars as well as our daily drivers, it has more of an impact than for many in our community. But the impact is significant for those who rely on vehicles to earn a living; e.g. anything to do with trucks and machinery, a very long list.

The information that I include here is distilled from an article that caught my attention long before the current international crisis erupted. It was entitled, "Oil Reserves by Country 2023".

Crude oil is the world's main source of fuel and largest overall source of primary energy. It creates gasoline, jet fuel, diesel, asphalt, tar and lubrication oils. The "oil reserves" referred to here is an estimate of the amount of "not yet mined" crude oil located in a particular country that can be recovered with current technology and at a cost that is financially feasible in relation to the current price of oil.

The United States is the world's foremost producer of oil, as well as the world's largest consumer of oil. In the light of current events that is an interesting statement. Read on, there is more!

Venezuela has the largest amount of oil reserves in the world and along with Saudi Arabia the two countries dominate the reserves stocks. At over 17% of the World total each they are far ahead of a group, comprising, in order, Canada, Iran, Iraq, and Russia with reserves ranging from 9.7% to 6.2% of the World total. The United States ranks 9th at 4.0%.

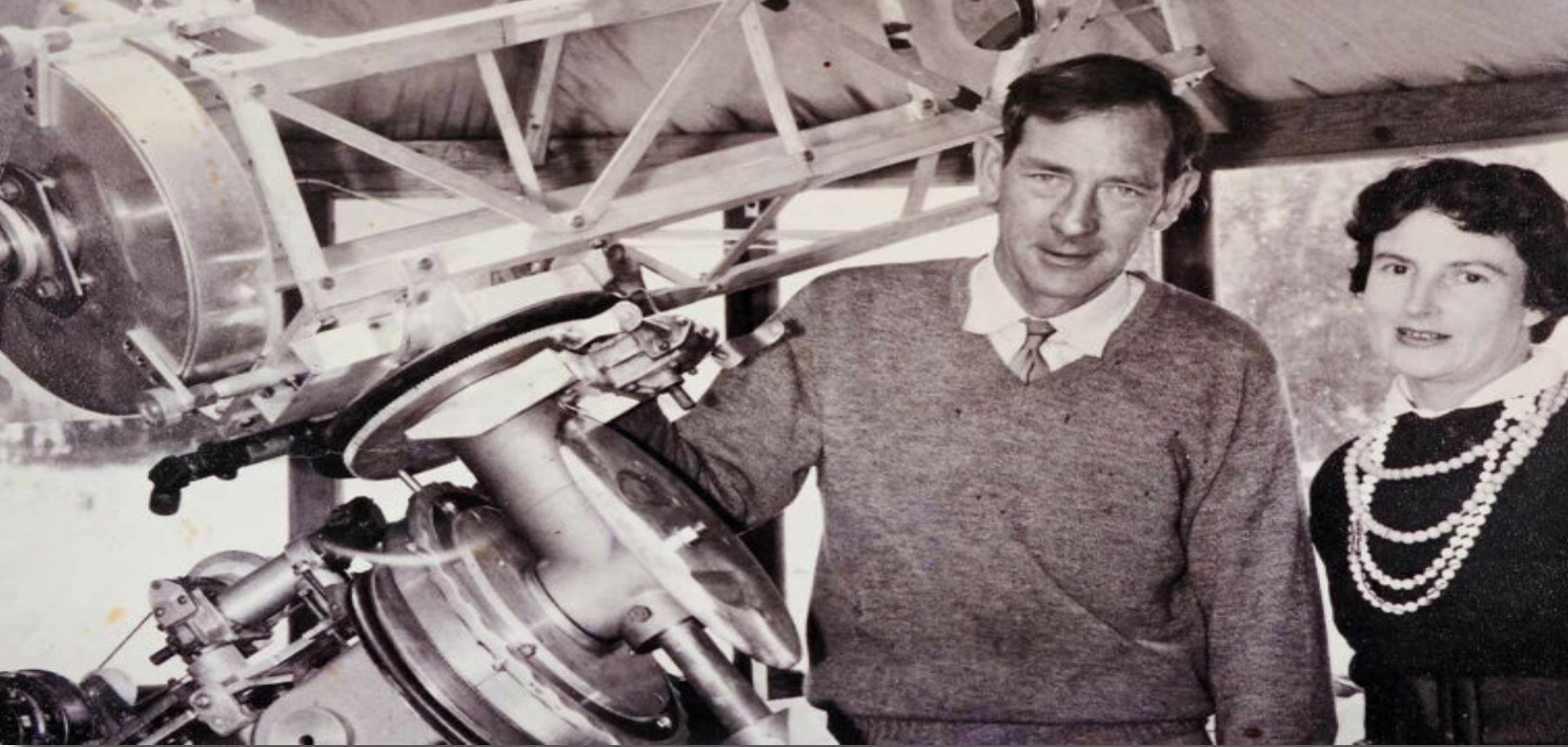
Accessibility to each country's oil reserves is a critical factor. Most of Venezuela's oil reserves are offshore or far underground and is considered to be dense. Compare that with the product that our Premier recently displayed for the television cameras. It didn't look anything like dense to me, more like Singer sowing machine oil. On the other hand Saudi Arabia's oil reserves are close to the surface and on land which makes the oil much more accessible and the extraction process vastly more cost effective, which makes it significantly more profitable.

The report lists 48 countries and their reserves and on that list Australia is ranked 33rd.

The reserve unit of measurement is thousand million barrels. With Venezuela and Saudi Arabia measuring around 300 (thousand million barrels) Australia's 2.4 (thousand million) looks mediocre. One wonders if sources like the recently announced Taroom Trough were included in that assessment.

The report doesn't single out Iran in terms of profitability but it would be my guess that it would share a good level of profitability ranking with Iraq and Saudi Arabia.

What does it mean for us as a car club? Right now, who knows, as the whole oil question is in a massive state of flux. We can only hope that the potential earnings from oil and competition for petro dollars will drive a general comprise (with tension always lurking) that will calm the situation in due course. By the time you are reading this we will, hopefully, be heading in that direction.



**Eldred Norman** was an interesting character and inventor who also had a link to Triumphs. He is best known for producing sliding vane superchargers. His connection to Triumphs began when he purchased a brand new TR2 fitted with wire wheels and overdrive. He fitted this car with a GM 2-71 Supercharger running 12 lb boost.

He then hooked up a trailer containing two 44 gallon drums of methanol and drove 1300 miles from South Australia to Southport in QLD to compete in the 1954 Grand Prix. He managed to finish 4th and then hooked up the trailer and with his 600 pound prize money he drove back to Adelaide nursing cracked pistons all the way.

His son Bill was running a supercharged Dolomite Sprint which was damaged in a road accident. He removed the supercharged Sprint motor and set it up in a TR7 which he raced particularly in Street Sprints in QLD.

That is the car now raced by John Partington in Warwick. The remains of the Sprint were purchased by Des Nelson, who sold them onto me along with their Sprint.

***Cheers from Murray***



# MARATHON MADNESS



By Cliff Chambers

Call them Rallies or Marathons, Safaris, Trials or Raids, these long distance motoring events have attracted a profusion of automotive brands, many of the world's best drivers and its most resourceful engineers.

The event that captured global imagination and prolific media coverage was the 1968 London-Sydney Marathon. However, there had been plenty of forerunners, dating way back to the dawn of automotive history.



*Leyland P76*



*Hillman hunter London to Sydney Rally Winner (2)*

Crossing the USA by automobile was popular and the first recognised feat of this kind came in 1903 when two men in a Packard took 71 days to complete the journey.

Four years later and their daring looked insignificant when compared with the exploits of competitors in the world's longest and most challenging auto race.

An event running from Peking to Paris was devised by a French newspaper, probably in the hope that a French car would win. However, after 9300 of the most arduous kilometres travelled by any pioneering motorist, the first of just four cars to finish was an Italian-built Itala.

Various re-enactments and Peking-Paris tribute events have been conducted; one of them in 2019 when the winning vehicle was an Australian-built Leyland P76, crewed by the late Gerry Crown and Matthew Bryson. Crown at the time of his victory was 86 years old.

War and political instability from 1910 to 1945 ensured that events needing to cross continents and national borders were difficult to organise. However, once the threat of militarism diminished a variety of long-distance rallies were conducted.

First up was one of the most challenging; a Pan American road race covering 3500 kilometres through Mexico and won in 1953 by future World Formula One champion Juan Manuel Fangio.

Across the Atlantic, over equally challenging roads and also through different countries, ran another new event – the East African Safari. It premiered in 1953 as a Coronation commemorative event and for the first decade of its existence was dominated by British crews (even if the inaugural win was by a Volkswagen).

At various times during its long history, the Safari has been part of the World Rally Championship and winning one is regarded by leading drivers as a major career achievement.

1953 also saw the first running of an event that became institutional in Australian motoring lore. The ReDex Trial sent allegedly stock production cars, mostly crewed by amateur drivers, on a 'lap of the map' that most Australians would never attempt.

The ReDexes gave way to other, less arduous trials promoted by oil companies before becoming too risky and disappearing. Then came the 1970 Bicentennial of Captain Cook's arrival and need for a major event that didn't involve creaky old sailing ships. Ampol stepped up with a revival of the Round



Australia events, followed in 1979 and 1995 by a couple more with Repco sponsorship.

However, it was the 1968 Marathon that will live in the memories of all who participated – not many are left – and those who stood for hours in the desert or on crowded city streets to watch the rally cars go by.

Dramas occurred before the field even left Europe, with crashes and mechanical ailments affecting some favoured cars. By the time the participants reached Perth, things had settled and a dozen of the world's best race and rally drivers were set to battle for victory.

Then, on an innocuous road in Southern NSW, the nature of the entire event changed. A spectator car, travelling on a section which competitors said should have been closed to traffic, collided head on with the leading Citroen and seriously injured its lead driver, world sport car ace Lucien Bianchi.

Victory under such circumstances was not sweet but accepted by Scottish driver Andrew Cowan who had kept an overweight and underpowered Hillman in touch with the leaders. Cowan would go on to win numerous rallies including Australia's own Southern Cross.

Eight years later, the organisers tried again to conduct a Marathon – won by Cowan again but in a Mercedes-Benz - however the drama and public involvement of the initial event were not there.

Far more exciting from an Australian perspective was the 1974 World Cup Rally which started in Africa, traversed parts of the Sahara Desert and would see surviving cars arrive at Munich, Germany to commemorate that city's hosting of the soccer World Cup.

Plenty of famous drivers were involved, including former F1 star Stirling Moss who almost perished in the desert. Locals Evan Green and John Bryson also didn't fare too well in the Sahara either but did, in a bulky and derided P76 V8 against purpose-built rally machines, win a special stage on roads that had previously been part of the famous Targa Florio road rally.

In an act of immense serendipity though, it was a Citroen which arrived first into Munich to avenge its 1968 disappointment and with an all-Australian

crew on board. Among that group of three was one Kenneth Vernon Tubman who, in 1953, had won the very first ReDex Trial in another French car – on that occasion a Peugeot.

Long distance rallying still relies on international cooperation and open borders and right now the world isn't flush with either. Whether we see any more international automotive contests and the form they may take – electric vehicles across Antarctica? – is unknown.



*Austin 1800 Mark II London-Sydney Marathon*



# FROM THE ARCHIVES

TSOAQ member Colin Rees recently shared these interesting clippings from past issues of **Triumph World**. The articles include coverage of **Standard-Triumph's 50th anniversary celebrations in Australia**, along with a feature on a unique **1933 Triumph 8cwt Van**. Thanks to Colin for preserving and sharing these fascinating pieces of Triumph history.

Neil Revington has made a successful return to international rallying. Driven by Neil, with Sue Revington as navigator, the Triumph finished first overall in the Rover sponsored, FIVA World Rally held between 14th and 13rd June. The Revington car took the lead competition, beating 300 entrants from 22 different countries. The rally, timed to coincide with the celebrations marking the Centenary of British Motoring (officially finished in Coventry - where a VC was built and registered 51 years ago).

## 50 YEAR SPECIAL

Triumph aficionados Down Under did not let the 50th Anniversary of Standard-Triumph slip by unnoticed. A birthday party was organised by the Triumph Sports Owners Club of Queensland and it is still being talked about by enthusiasts. The two day celebration kicked off with a run on the Saturday followed by a traditional sausage sizzle afterwards. The following day there was a static car display and sumptuous lunchtime birthday bash held in the clubhouse. Some 75 members turned up for the occasion and Triumphs of all varieties were on show. The most ground car in attendance was the recently restored Taylor Males TBC Special built in 1937 (pictured) that will be making a return to the race track shortly.

**Grant McDooling**

**Below:** Well known hillier near Peter Howley will be competing in the 1937 Taylor Males TBC Special all over Australia.



## SOLD OUT

Have you got a complete set of Triumph World issues? If so, we advise you to look after them, as they might become collector's items. The reason we say this is that we have just sold out of Issue No. 1 (October/November 1995) and no further copies are available. Supplies of Issue No. 2 (June/July 1995) were exhausted long ago, and stocks of some of the other back issues are also low.

Priced at £2.95 plus 55p each for post and packing. Overseas Surface Mail £1.05 each, Air Mail Europe and Scandinavia £1.55 each, Air Mail Rest of World £3.05 each. Back issues are obtainable from: Triumph World, Back Issues, PO Box 75, Tadworth, Surrey KT20 7XF. Tel: 01737 814311. Credit Card orders (Visa/Mastercard/Amex) can be faxed to: 01737 814350.

Several visiting cards dated for April 1934, related to a baker Talbot. Further led that this baker father of movie star Hopkins, and an family revealed that her (who was the later-in-law) still riding in this while courting Sir before their mar-

memory can play begins to add up - port Talbot recently y, to see if he could s shop. Sadly, he street it was in had several years ago ce where it stood is out under the M1 wever, undaunted, on to see if he can be van when it was Mr Wagstaff in the

n was laid up in ed in a barn on Mr mises. Then, one Mr Wagstaff asked ne in and do some

r of movie star Hopkins still ctually riding in while courting fore their mar-

### FACTFILE

#### 1933 TRIUMPH 8cwt VAN

**Engine:**  
Four-cylinder, with cast iron block and head. Overhead inlet and side exhaust valves.  
Capacity: 1122cc  
Bore and stroke: 65 x 90mm  
Compression ratio: 5.75:1  
Maximum power: 29bhp at 3,000rpm  
Maximum torque: 51 lb/ft at 2,500rpm  
Carburettor: Single Solex

**Transmission:**  
4-speed manual gearbox with freewheel

**Chassis:**  
Wheelbase: 7ft 8ins  
Overall length: 13ft 2ins  
Overall width: 4ft 10ins  
Unladen weight: 2,000 lbs approx.  
Suspension: Beam axles front and rear, with semi-elliptic leaf springs and Luvax lever-arm hydraulic dampers  
Wheels: 19 ins diameter x 4.5 ins wide, spoked wire type

**Performance:**  
Top speed: 61mph  
0-50mph: 22 secs

**General:**  
Projected price in August 1933: £168  
Production total: One!

some final fettling was carried out

happy with the van's single-seat configuration (no passenger seat was fitted when it was new), but he did add a paraffin tank behind the driver's seat.

What exactly happened when the vans were in the hands of Norton Motors is open to speculation - but Chris has uncovered some fascinating pointers to the truth. Tucked behind the panels of

panion to b saloon - also yivor of its original cor an inevitable still contin tographs v added new ning-board upholstery

M stor little exar adv rear bee Chr ans Ho one tha wh be na

Me re ha la C



40



# 2026 MANAGEMENT TEAM

<b>Executive Committee</b>			
President	Mike Temby	0400 275 010	tembymike@gmail.com
Vice President	Peter Connor	0448 224 778	peterconnor3@gmail.com
Vice President	Frank Jacobson	0407 650 703	jacowun@outlook.com
Treasurer	Phil Whiteley	0411 512 660	twoplus3e5@gmail.com
Secretary	Sue McLeish	0407 723 116	secretary@tsoaq.org.au
Editor	Ellie Holtby	0439 992 095	editorellie99@gmail.com
Web Coordinator	Phil Whitely	0411 512 660	twoplus3e5@gmail.com
Social Secretary	Steve Phelan	0450 955 423	thephelans@optusnet.com.au
<b>Ex Officio Positions</b>			
Membership	Mike Taylor	0418 983 098	mctaylor7@bigpond.com
Concessional Registration	Mike Taylor	0418 983 098	mctaylor7@bigpond.com
Club Contact	Mike Taylor	0418 983 098	mctaylor7@bigpond.com
Motor Sport Australia Deligate	Frank Jacobson	0407 650 703	jacowun@outlook.com
Club Historian/Librarian	Frank Jacobson	0407 650 703	jacowun@outlook.com
Web Master	Adrian Diehm	0429 910 339	adrian@lwd01.com.au
Providore	Mike Kelly	0407 158 887	mibunn@bigpond.com
Gold Coast Respresentative	Paul Bingham	0419 740 717	p_r_bingham@hotmail.com
Sunshine Coast Representative	Ian Black	0418 211 655	ia.black@bigpond.com
Darling Downs Representative	Greg Bird	0427 672 145	brownbird@live.com.au
<b>Model Contacts</b>			
TR2/3/3B	Greg Parker	0413 437 023	beachhouse4179@hotmail.com
TR4/4A	Steve Phelan	0450 955 423	thephelans@optusnet.com.au
TR5/250/6	Paul Bingham	0419 740 717	p_r_bingham@hotmail.com
TR7/8	Mike Kelly	0407 158 887	mibunn@bigpond.com
Sedan Mk1	Steve Phelan	0450 955 423	thephelans@optusnet.com.au
Sedan Mk2	Gary Parker	0492 369 955	thefiveparkers@hotmail.com
Dolomite/Sprint	Gary Parker	0492 369 955	thefiveparkers@hotmail.com
Herald/Vitesse	Richard Graveur	0439 626 474	randagraveur@gmail.com
Spitfire	Ian Black	0418 211 655	ia.black@bigpond.com
GT6	Col Jacobson	0407 627 206	c_j_jacobson@hotmail.com
Stag	Peter Connor	0448 224 778	peterconnor3@gmail.com
Pre-War	Terry O'Beirne	0417 687 161	cmobeirne@gmail.com





**13 46 46**

**shannons.com.au**



**SHARE THE PASSION**

**INSURANCE FOR MOTORING ENTHUSIASTS**

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 607, the product issuer. Read the PDS before buying this insurance. Contact us for a copy.

## The Rimmer Bros Service



**We Have the Parts**



**We Guarantee Quality**



**We're Keen on Price**



**We Deliver Fast**



**We Know Your Car**

