



TRIUMPH SPORTS OWNERS ASSOCIATION

All Triumph Challenge

COMPLETE RACE REPORT



MOTOR RACEWAY

20-21 August, 2022



ACKNOWLEDGEMENT OF COUNTRY

We would like to pay our respects to the Yorta Elders, past and present, and Aboriginal Elders of other communities who may be here today.'

WELCOME FROM THE PRESIDENT

On behalf of the TSOA Victoria, I would like to welcome you to our 2022 All Triumph Challenge event. This is a different kind of motoring event because we want to make our club as inclusive as we can be, to have the maximum number of our members enjoying the day and to enjoy the lifestyle benefits on the Benalla region.

There are many people and organizations to thank for putting in the time and the work to getting this ATC to happen. The MSCA have been wonderful hosts for our event, and we are thrilled to be joining them at Winton again. They have organized the great team of enthusiastic volunteers without which the meeting could never run, and we thank them for their great work.

WE welcome our sponsors on board, some who are advertising in motorsport for the first time. We thank them for their support, and we hope this practice of small but closely directed advertising will result in their gaining further business. They are

- EllaGoose Restaurant and Functions
- Splatt Engineering
- Executive Hideaway Motel
- Bertoli's AutoOne Benalla
- The Royal Hotel
- Vattrack Media services
- NeXTRADE
- World Wide Quality Management Services
- Chemical Safety International
- Solar 4 You

REMEMBER, PLEASE SUPPORT THE BUSINESSES THAT SUPPORT OUR MOTORSPORT

And of course, the TSOA club as a whole has strongly supported the event. The committee and the club have been behind the financing of the event, a subcommittee has performed all the organization and we now have a number of new sponsors who have swung behind the event with perpetual trophies for each type of the Triumph Marque.

Finally, we welcome all of our competitors who are participating today, and we wish everyone an enjoyable and safe day's Challenge.

Roger Jeary

President

DIRECTORS WELCOME TO THE EVENT

Welcome to the 2022 All Triumph Challenge! The Challenge has now become a two-day event with some attraction for every member of TSOA and their families. On Saturday, we booked up the Winton Skidpan for a 'Show n' Shine", which was followed by a successful day of driver training, a motorkhana and just plain fun!

Our All-Triumph Challenge has gone past just a single event for the racing crowd. To make the day available to every member of TSOA, we aren't racing anymore but we have a competition that allows everyone a chance to be competitive, plus a variety of awards for all major Triumph models. And the change has been successful – we have a full grid of Triumph from every decade and each major model run – a great sight for all Triumph owners!

So we welcome all of the Triumph lovers who have come to enjoy the weekend, either to compete, to spectate, to enjoy the delights of Benalla and to just be a part of this one-of – thanks for coming!

Michael Kip

Competition Director

THE SCORING SYSTEM FOR THE ALL TRIUMPH CHALLENGE

For the All Triumph Challenge (ATC), we have developed a new scoring system. Rather than assessing competitors on outright speed or the usual regularity, we have a method in which any competitor has the chance of success. A normal MSCA Sprint day comprises 4 runs of each group with a run time of approximately 12 minutes each.

In the ATC format, the first run is a qualifying run and the Triumph group will be run as a normal sprint being released from Dummy Grid, one at a time and about 5 seconds apart. The group is arranged in previous lap time order. Then the scoring starts - the slowest lap of your day is part of the scoring equation.

The qualifying times set in Run 1 then determines the starting order of Runs 2,3 and 4.

Run 2,3 and 4 starts will be a close grid Rolling start in single file behind the course car at around 60 kph. As with Formula 1 safety car starts, the course car lights will go out and accelerate away but the lead car will maintain 60 kph till the V8 start finish line and then accelerate getting up to speed. No passing is permitted before turn 1 and 2 and drivers must maintain position until then. The event starts at the green flag at the Old Gantry for the 12-minute session.

The scoring equation is: Fastest Lap divided by the sum of Qualifying and slow lap divided by half. This will give a number that multiplied by 100 will give a percentage.

Example Fast lap	100 seconds
Slow lap	110 seconds
Qualifying time	104 seconds
$100 / (110 + 104) / 2$	$100 \text{ second} / 107 \text{ seconds} = .9345794 \times 100 = 93.4579 \%$

Remember try to be fast but smooth as if you fall off the track that's likely to be your slow lap which can make a large impact on your final percentage. The outgoing laps behind the course car are not counted as a slow lap. This event is not a race so aggressive driving will not be tolerated and no doubt will require a walk of shame to the tower and no one wants that!

Take care, be safe and go as hard as possible!



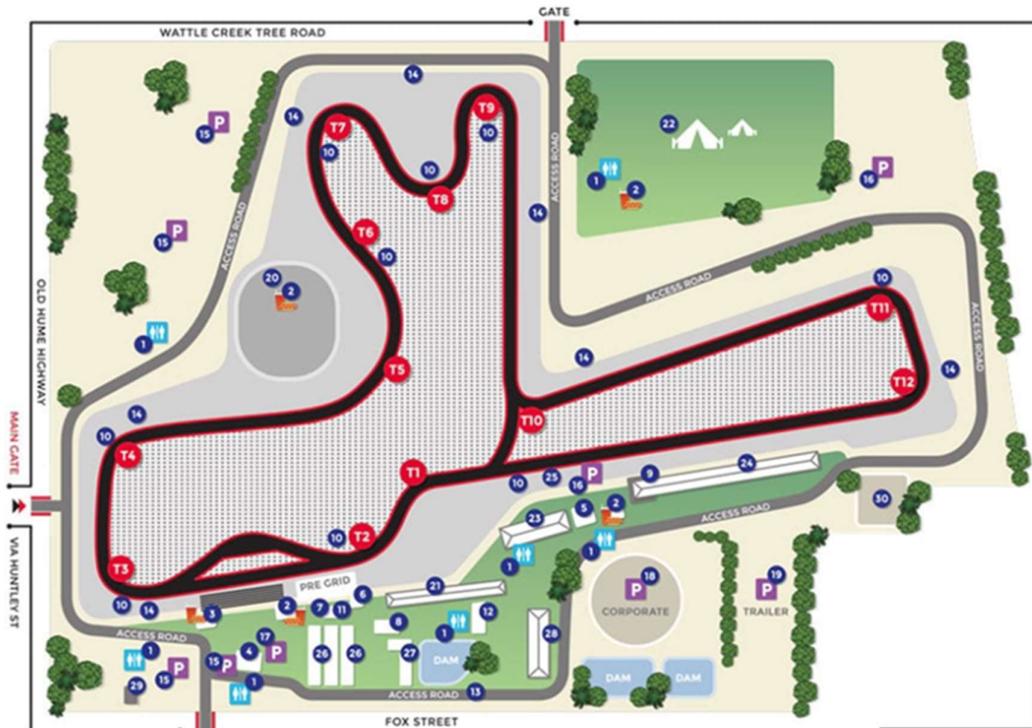
Sunday - All Triumph Challenge

- 7.30** Gates open to Winton Raceway
Check in paperwork
Collect Dorian
Collect Stickers
Check in Log Book if required
Personal car checks
- 8.30** ATC Team TSOA Briefing
Support Garages 1 & 2 (21)
Intro TSOA Officials & Film Crew
Invitation for Flag Marshall session support
Explanation of ATC event proceedings
Confirm run group for the ATC sessions
Safety Comments
Drivers initial grid order Check
- 9.00** MSCA track sessions begin
Session 1 -Proceed as instructed to Dummy Grid
Session 2 -Regroup Briefing & Confirm Dummy Grid
- 12.00** Lunch Break
Triumph Parade Lap track session - Entrants to marshall 11.45
- 12.30** MSCA Track sessions Resume
Session 3 -Check Dummy grid order & Report to Grid
Session 4 -Check Dummy grid order & Report to Grid
- 15.30** ATC Competition Winners announced and Trophy Presentation
Support Garages 1 & 2 (21)
- 17.00** Track Closes - Pack up and depart

Drivers Listing

Driver		Car	Colour	Car No	Class	Group
Alana	Ondarchie	Stag	White	441	Michelotti	1
Alistar	Ondarchie	TR7	Yellow	45	Bullet	1
Barry	Pritchett	TR6 Sprints	Red	41	TR6	1
Brian	Watson	TR7	White	442	Bullet	3
Duane	Kaak	TR7 V8	Black	4	Bullet	1
Ed	Ferguson	TR7 V8	Red	43	Bullet	1
Ian	Watt	2.5 PI	Dark Green	167	Michelotti	1
Ian	Cowie	TR8	Silver	70	Bullet	3
James	McNaughton	Spitfire	White	14	Michelotti	1
Keith	Ondarchie	Stag-40	Silver	40	Michelotti	1
Kevin	McCluskey	TR7 V8	White	55	Bullet	1
Mark	Campbell	TR7 V8	Green	78	Bullet	1
Michael	Kip	TR7	Yellow	113	Bullet	3
Neil	Martin	TR7 V8	Red	781	Bullet	1
Nicholas	Haymes	TR6	Dark Blue	37	TR6	1
Paul	Burke	Sedan	Cream	6	Michelotti	1
Paul	Hogan	GT6	Blue	132	Michelotti	1
Peter	Delmodes	2500TC	White	7	Michelotti	1
Robert	Splatt	TR6	Red	71	TR6	1
Roderick	Carey	A.M.I. Spitfire	Red	106	Michelotti	1
Shirley	St John-Cox	TR7V8	White	92	Bullet	1
Ursula	Weidenmuller	TR6 MSCA	Gray	18	TR6	1
William	Revill	TR 3A	Red	94	SideScreen	1

WELCOME TO WINTON MOTOR RACEWAY *THE NATION'S ACTION TRACK!*



REWARDS AND TROPHIES

There are 5 trophies up for grabs in the All Triumph Challenge. These are perpetual trophies and will be awarded to the successful contestants in successive years.

- Triumph Sports Owners Association (TSOA VIC)
Overall Fastest Lap of the Day trophy.



- The Sidescreen Trophy for the first Triumph TR 2-3B
donated by World Wide Quality Management Services (Bill Revill)

- The Michelotti Trophy for winning Triumph designed by Giovanni Michelotti (such as 2500 sedans, spitfires and GT 6's)
The trophy is donated by NeXTTRADE WORLD. (Ian Watt)
- The TR 6 Trophy for the best TR 6, donated by Splatt Engineering. (Rob Splatt)
- The Bullet Trophy for the first TR 7-8 ('Bullet' was the Triumph code name for the TR 7 design project).
The trophy is provided by Chemical Safety International. (Ian Cowie)



ALL TRIUMPH CHALLENGE 2022

EVENT REPORT

Michael Kip, Keith Pace, Keith Atherton and Bill Revill – 6/10/2022



“This event was a highlight of the TSOA competition year”, said one of the competitors in the All Triumph Challenge, run at Winton Raceway on the 21st of August by the TSOA Victoria.

But the Triumph Challenge event, held on the Sunday, was just a part of a complete weekend of motorsport designed to entertain the competitors, the families, the spectators and everyone who is proud of the Triumph marque. The event was held on both days of the cold and sometimes wet August weekend and was meant to be a new kind of club motorsport event. Saturday was on the Winton skidpan, providing an opportunity for driver training and to introduce young drivers to car control...in controlled conditions: Sunday was the traditional ATC on the Long Track. You can also see all the weekend’s action on YouTube from the TSOA website link.

SHOW AND SHINE REPORT

The ATC event was meant to be a day of enjoyment, no matter how we choose to have our Triumph thrills. No matter whether you attended as a observer, a spectator, an official, a competitor at the Come and Try event or a main event entrant, the wonderful thing about the weekend was that the club had concentrated on ensuring that there was something to thrill everyone.

The Show & Shine held on the Saturday of the All Triumph Challenge was designed to give those who attended the Come & Try event on the Winton skidpan, the All Triumph Challenge or both, another type of involvement to enjoy as part of the day.

On the morning of the C & T the weather was not looking good for any form of display and the unsealed parking area was wet & muddy, not conducive to either parking display cars or walking around them to inspect & judge. We did have a short section of the sealed lead in road where we could park cars without blocking one of the track emergency access gates, important as the Benalla Car club had a sprint event on, so Keith Atherton, the main organiser, grabbed what space was available and arranged the display cars there.



Keith was very skilled by ensuring that by the time we held the judging, the heavy showers that had come through earlier had passed – how’s that for skill? - and the cars looked fabulous in the afternoon sunshine.



In total we had 14 cars to be judged on the day and Keith press ganged the owners, most of whom had never been involved in judging before to assist. With some quick instructions on what to look for and a reminder that it was designed to be a fun event and to make allowances for muddy tyres, they were let loose to judge the cars in 5 categories with a total 100 points up for grabs. In fairness to them they did an excellent job, quickly getting into the spirit



of the format. As soon as they had completed the judging all those involved attended the presentation with club El Prez Roger J.

A host of excellent trophies were awarded for 1st -3rd place and again we had the trophies made by club member by Don Robertson. Well done and thanks to Don!

The results were:

- 1st Don Robertson TSOA TR7 92points
- 2nd Keith Atherton TSOA GTR4 DOVE 89 points
- 3rd Alan Andrews TCCV STAG 82 points



Thanks again to all those who contributed to make the Show & Shine such a successful part of the overall All Triumph Challenge weekend for 2022, especially the judges, the participants and those who came over to the area to spectate.



Throughout the day VATtrack were attending to record the activities in video and stills of the action.

SKID PAN SATURDAY - Skid Pan, Driver Training and Motorkhana

On the Saturday before the ATC, TSOA, with the grant provided by Vic Govt through MotorSport Australia, and made possible by the work of President Roger Jeary and Vice President Rob Splatt,

hired the Winton skid pan for a motorkhana and driver training event. The grant meant the event was free! Everyone who entered received a fuel card to the value of the entry fee.

This was especially aimed at younger and female drivers as a *'Come and Try'* day to test their car control skills and to learn to handle a car in emergency conditions on a mostly slippery surface. Rain was welcomed and the day started in misty rain, with everyone looking wet and bedraggled, wondering what was going to transpire.

With experience in driver training and motorkhanas, Gordon and Garry arrived and with their team of eager and willing helpers and proceeded to throw orange hats around the place in (according to them) a cunning sequence.

The main purpose of the day was to allow people to experience the difficulty of stopping and steering a car in an emergency, and it was broken into 6 segments covering skills development through the day:

1. Straight line emergency braking,
2. Avoid and recover,
3. Alternate lane change,
4. Braking in a corner,
5. Slalom through the witches' hats and
6. Circle work: 3 laps of a wide circle to test steering and throttle control.



Each segment was aimed at building on skills from the previous until the final, which was for a bit of fun - basically a controlled slide ... just what the skid pan was built for. Segments 5 and 6 were timed to determine the winner of the prize for the "Fastest Motorkhana Entrant".

There were 17 entrants broken into 2 main groups comprising the more experienced TSOA competition drivers, Triumph Road car drivers and 6 inexperienced younger drivers. One of the purposes of the government grant was to encourage people, young women in particular, to become involved in motorsport, and four women drivers eagerly participated in their road cars.



inclusive? Everyone was welcome, everyone was

Gordon and Garry drew the group together in a bunch to introduce themselves and to describe the game plan of what was going to happen on the wet, slippery asphalt apron. We had a bunch of people of whom we had no idea where they had come from but, yeah, welcome, sign your life away, and enjoy your day! A couple of guys from North Eastern Car Club in an old AU Falcon had heard through their club this was on so here they are with big smiles. How good is it that club motorsport can be so

out for a good day!

TSOA is planning a small survey for everyone who participated in the weekend to gather their personal views and will compile a summary of responses – thus asking the participants what they learned and if they saw a positive side to their participation. This will be the subject of a later report.

The initial impressions from some feedback were, importantly, that it was great fun for young and old! The day progressed well, and as the activities developed, it was evident that some particular skills in car control were learnt by our younger members. There is a serious side to this – for many young people, it was the first time for them to reach the adhesion limits of the cars in a safe environment and to learn how to avoid skids and to recover when the car is on its limits. Most parents view was that they were really reassured to know the young ones were learning some very important life skills.

Some examples are illuminating

- Josh had an off road, low budget track- prepared car entered with some half bald drift tires on the back.... You can imagine he was keen to test out the skid pan all day and for the last event it was basically a full drift sled for 3 laps with smoke galore.
- I'm not sure if anyone managed to avoid the witches hats all day but there was lots of fun retrieving trapped hats from under cars, tangled in suspension arms and bumpers at different times and then rebuilding the obstacle course. Even the observers were giggling a lot of the time so there was fun both inside and out of the cars.
- Gabby only just got her learners licence and was able to take full advantage of the day which showed how the instructors could tweak the individual tutoring to all skill levels when everyone participating was able to explore their limits and their cars.
- Lennor complaining that daughter Gabby did a better time than her in the Circle Work and went out and had another go. Result? You'll have to ask Lennor.
- Sister & brother Chelsea & Sam spent the day comparing, discussing technique, improving ...and competing!
- One memorable moment was when Paul Burke in his Targa 2500 got a bit of Red Mist happening until a loud rattling sound emanated from the engine room. It turned out to be fairly minor – a broken fan blade or similar.
- Paul Nicholls in his TR6 trying driver training and motorkhana for the first time.
- Duane Kaak making every run count, driving on the edge, but the Motorkhana was truly quite a memorable experience for everyone.

The day was a success, and as Larry Mundell said: "This was a great day, a great contribution to our members and a return to the sorts of activity the club used to do in the past – we should do more of this!" and this is certainly something that we are looking to build on. A small planning group is developing ideas for more driver training and motorkhana "Come and Try" days as well as the full ATC weekend and other opportunities, both at Winton and other venues. We'll try again in the future with improvements from 'lessons learned'.



Michael Kip reports:

"The first event was a start and run down the cones in a slalom and then brake when the flag drops. Simple. Well, I had no idea it was supposed to accelerate to 40 k then brake with flag fall. Nah!!!! With great courage and confidence, I thought I didn't need to listen to the game plan but to show up halfway through the events and just gun it hard then try to stop before bowling over the cones making the end zone. Hmm... afterwards, after scoring record cones, I went off in a sulk after getting called out for not following procedures. (Actually, I had to be where I was really needed in other locations. Honestly!!!!) I did come back later in the day to watch the Red Mist come down on

some of the ATC entrants who were having an absolute blast swerving around the cones and intentionally losing Traction with no consequence with the local Constabulary”.

And the trophies? Everyone was putting in and these were really hard to allocate as there was so many worthy efforts, but we only had so many awards.

Results – winners, class winners, close results,

- Best effort for “Giving it a Go” – Gabby Moutsos
- Most Impressive Spin of the Day – Josh Dowell
- Best recovery of a Spin – Duane Kaak
- Most Improved Entrant – Sam Pace
- Fastest Motorkhana Entrant (based on



timed segments 5 & 6) – Scott Mundell

But it was a day where everyone won! Lots of fun, lots of laughs and some young drivers learnt skills that are not available anywhere else. A giant thanks to the TSOA Committee for backing the event, to the volunteers, especially Gordon and Garry, with the energy and imagination to make it happen, the never ending commitment of our competition secretary, Michael Kip who fires everyone else up in a great display of leadership and especially the competitors who took part. And a special cheer for the coffee ladies who kept everyone in warm drinks all day, and Roger Jeary and Jim Caine for the BBQ – a service above and beyond the call of duty!

We also have to thank Winton Motor Raceway staff for their support, in particular Richard Fung for whom nothing was too much trouble.

Remember, there is a serious side to all of this. One day, your children or grandchildren will be driving a car which breaks traction, and their lives will depend on their ability to instantly control it. Will their first experience of this be at night on a wet road, amongst lampposts and oncoming traffic, or in a clear, safe area with a skilled instructor sitting close beside them? It is a credit to the TSOA to hold events like this for your kids and grandkids, and there can be no better use of your time spent than supporting events like these.

THE MAIN EVENT – THE ALL TRIUMPH CHALLENGE

After years of planning by Michael Kip (TSOA VIC Competition Secretary) and the TSOA Committee followed by the disappointment of a COVID – driven postponement in 2020 and 2021, the great Victorian All Triumph Challenge was run in 2022! The event drew 24 competitors from Victoria and South Australia and the ACT. It was to be run as a co-event with the Marque Sport Car Association Supersprint with an entire run group (plus a few extras) allocated to TSOA. After weeks of record rain, the day was cold but fine and clear – perfect motorsport weather. Many Triumph enthusiasts visited on the day. Perhaps the most notable group was from the Triumph Car Club of Victoria and the Stag Register, who proudly showed their wonderful machines in a great display of this superb model of the Marque.

- The drivers briefing was lively, with many first time drivers asking questions on the event running details. Event Director, Michael Kip, made the complex rules plain *“it’s not regularity, but you need to turn your best laps in the first session of qualifying”*, he said. It worked for Brian Watson, who won the TR7 trophy by setting his qualifying time as his fastest lap for the day.



The drivers briefing was also used to introduce the VATtrack Media film crew, who are producing a professional short movie of the event. So, with the cameras rolling, our fearless leader’s sage advice and time slipping away, we all headed to the dummy grid for qualifying - and were ably guided by the skilled marshals “Dummy 1 “and “Dummy 2” – see the personalities in the magazine to explain the names!

The first run – Qualifying



All were out for the first group early morning run, except for Brian Watson in the TR7, who is competing in the MSCA Regularity series and helpfully agreed to run in a separate Run group 3. Thus, leaving 20 Triumphs to start in Run Group 1. (Our Rob Splatt won the regularity event on the day, with Brian Watson third. An excellent result with congratulations to our TSOA team!).

The field headed out to do their best laps, but very soon the beautiful Stag of poor Alana Ondarchie ran out of sparks in the middle of the sweeper, thus bringing out the yellows and ending everyone’s best time attempts. It only made the gridding for the next three rounds more exciting.



Now the three competition runs begin.....!!

- Each run of the three events consisted of six individually timed laps. On the first run, Keith Ondarchie was easily quickest in the throbbing Stag, but followed by a close group of Barry Pritchett (TR6), Paul Hogan (GT 6) Alana Ondarchie (Stag) and Michael Kip, the fastest of the four cylinders (TR7). But in the second run, Barry Pritchett took the beans by less than a second to Keith. Run three had a different fastest lapper, Paul Hogan. He took the fastest time in Run 3, holding out Barry Pritchett by two tenths of a second and Neil Martin by a further two tenths. (Now THIS is close competition!! Blink your eye – it takes about a 20th of a second. So, the top three times were covered by six eye blinks! That’s close – especially for three different Triumph models, three different styles of cars, three different engines). In percentage terms, we can see the top



four competitors were about 0.7% apart!



- Motorsport is full of wonderful tall tales and true. On the first run, Michael Kip started closely behind the TR 7 Sprint of Alister Ondarchie, and he developed a cunning plan to get in front of him. *“I decided to stay with him as best as possible and my best chance to pass was an outside run around the sweeper”*, he decided. The plan never worked. however, as Alister had a gearbox failure and had already sussed out Michaels’ plan anyhow. Now you know why motorsport folks don’t watch “Game of Thrones” It’s boring compared to a weekend at Winton!

- Our South Australian mates, Neil Martin, Rod Carey and Duane Kaak were all well up in the first half of the field. Canberra local Paul Burke, in his first track outing, was doing well to be right up in the field, improving on every run and obtaining a fine 1.55 time, a top 10 time, in the last run - a very good effort.
- Bill Revill, the only TR 3A Sidescreen in the field, blew a head gasket in the first competitive run and thus no Sidescreen TRs were left in the field.





- At the top of the field, Barry Pritchett had advice for all the competitors ... "Go flat chat and don't look over your shoulder!" It must have



worked – the TR 6 class was very competitive, with some highly tuned cars in the group. Rob Splatt was again on the pace, with Ursula Weidenmuller, another long term Triumph enthusiast



and competitor, up with the field. Ursula is getting used to a new, race prepared TR 6 imported from the USA. She has only had a few laps in it, many in the wet, so she was pleased to get some dry laps at Winton.

Ursula has always been a mainstay of the Triumph motorsport world, having been a competitor in Triumphs since 1983 (that's 39 years!) and is running well on the pace with more to come as the development of her new racing TR 6 continues.



Again, more tales and true: The words of a competitor: Michael Kip writes: *"Alana Ondarchie and I had just the most excellent drive in Run 3 of the competition as I could get passed her around the sweeper but would lose out badly in straight line power with her Stag. I had an absolute ball chasing her. Little did I know that Neil Martin in his TR7 V8 was chasing me at the same time lining me up for a couple of significant passing moves."* What a dice this was, with less than three tenths of a second (six eye blinks!) covering the fastest laps of all three!! *THIS* is what club motorsport is all about!! Great stuff, especially pleasing as Neil took something like 3 seconds off



the last running of the ATC back in 2019.

- Some of our competitors having their first run did really well. Paul Burke in the 2500S with which he won his class in the Targa Tasmania again sailed to success, with a personal best time coming in each of every four sessions and the Sedan getting faster and faster each run.



This was a most impressive debut into motorsport and strengthens his reputation after his remarkable Targa Tasmania class win. Similarly, Benalla local, James McNaughton in the beautiful white Spitfire did the same – getting consistently faster, every session and picking up over 10% of his lap speed during the day. Well done to our new drivers -both of these first – off drivers finished all events, showed continual improvement and we hope they will be back for more TSOA competition!



Finally.....

Winners are grinners and thus it proved, with all trophy recipients suitably pleased. The WWQMS Trophy was not awarded as no Sidescreen Triumph finished.

TSOA Fastest Lap Trophy

The inaugural winner of the Fastest Lap trophy went to Keith Ondarchie in the brilliant silver Stag, a great example of a classic race car which provides an excellent example of what Triumphs can do.



Splatt Engineering TR 6 Trophy



Barry Pritchett won the inaugural TR 6 trophy with a great run. His advice to fellow Challenge competitors on how to win the trophy: "Get out there and go flat chat!". Easy. He and Keith Ondarchie were dicing consistently for the whole event -

NeXTrade Michelotti Trophy

Paul Hogan had a good day in his beautifully prepared GT 6, winning the Michelotti Trophy. The car is immaculate and looks wonderful both on and off the track – a great credit to Paul's skills. "I enjoyed all three runs

battling with Barry Pritchett in the beautiful TR 6", he said. "I started behind him each time and tried to get faster each lap. I didn't pass him, but I finally recorded a time faster than his in the third heat. It was my personal best, 2.5 seconds faster than I've ever lapped Winton before", he said proudly.



Chemical Safety International TR7 TR8 Trophy



The Bullet Trophy for Tr 7/8's was taken out by Brian Watson, an experienced competitor in his beautiful TR 7. He ran in a separate run group so was unable to gauge his performance amongst other cars, but he still believed he had studied the scoring criteria and understood the best way to approach it. "It's a very clever scoring system which allows everyone a chance of winning", says Brian, "held together in a delicious cocktail of luck, skill, mathematics and driver speed", he says. "You can think out the way to give yourself the best chance of doing well, but one slower car, one mistake, one slow lap and it's gone", he says. Despite some car problems on the day, he still was able to carry the trophy home.

All competitors were very pleased by the format and running of the All Triumph Challenge and Mark Campbell summed it up, "I wasn't fastest, and I was well behind my quickest times, but the sight of a grid full of Triumphs combined with the camaraderie on the day made this a very special and exciting day," he said.

THE PARADE LAP EXPERIENCE – Social Club Members on the Track

Another activity within the competition space of the MSCA track day and ATC was an opportunity for non-licenced members to run in a controlled and supervised Parade Lap outing in their road cars to show off the magnificence of some great restorations as well as soak up the atmosphere of being on a race circuit without any pressure to be stressing their cars in a competition of any kind.



Bruce Astbury as Clerk of Course ran a drivers briefing outlining the rules needing to be followed and the parade progressed with an official lead pace car and tail end car controlling the drive.



Some of the competition cars as well as social club show and road car were entered here with a fleet of around 25 drivers. This was as many as the main completion event with more coming right up to the point that they'd missed the briefing they could go out on the lap.

With the weather improving through the day the lunch break timing had fine sun for the parade laps with warm conditions as well.



Unfortunately, it seems our photographers were in the cars for this and so we have no photos of the cars on track on the day but there is still some great memories of being out there and stories to tell.

Table of Results

All Triumph Challenge 2022									
Driver	Car	Qualifying Fastest Lap		Slowest Lap		Fastest Lap		Runs	Percentage
Brian Watson	TR7	01:57	0.2487	02:02	0.7901	01:57	0.2487	4	97.69%
Barry Pritchett	TR6 Sprints	01:44	0.6310	01:45	0.4796	01:42	0.5467	4	97.61%
Mark Campbell	TR7 V8	01:53	0.1690	01:58	0.7206	01:52	0.1559	4	96.73%
Paul Hogan	GT6	01:46	0.4563	01:48	0.8983	01:43	0.7623	4	96.36%
Michael Kip	TR7	01:51	0.2934	01:51	0.5201	01:47	0.0155	4	96.06%
Robert Splatt	TR6	01:53	0.9550	01:54	0.802	01:49	0.6721	4	95.89%
Ed Ferguson	TR7 V8	01:52	0.6243	02:02	0.8808	01:52	0.6243	4	95.64%
James McNaughton	Spitfire	02:13	0.1244	02:12	0.2957	02:05	0.8983	4	94.87%
Duane Kaak	TR7 V8	02:00	0.0488	02:00	0.8203	01:53	0.9300	4	94.60%
Paul Burke	Sedan	02:04	0.9595	02:00	0.7347	01:55	0.9280	4	94.37%
Shirley St John-Cox	TR7 V8	01:58	0.1289	02:04	0.2521	01:53	0.9773	4	94.05%
Kevin McCluskey	TR7 V8	01:59	0.4799	02:10	0.7044	01:57	0.3937	4	93.85%
Neil Martin	TR7 V8	01:53	0.7179	01:53	0.0483	01:44	0.5779	4	92.23%
Ursula Weidenmuller	TR6	02:01	0.8047	02:18	0.8596	01:59	0.5148	4	91.70%
Peter Delmodes		Missed		02:13	0.5011	02:03	0.3593	3	#VALUE!
Alana Ondarchie	Stag	01:48	0.0975	01:51	0.102	01:46	0.0319	3	96.74%
Keith Ondarchie	Stag	01:42	0.0742	01:46	0.3778	01:40	0.6833	3	96.60%
Ian Watt	2.5 PI	01:51	0.3139	01:53	0.0151	01:51	0.5767	2	99.48%
Roderick Carey	AMI Spitfire	01:53	0.6535	01:58	0.7423	01:54	0.1241	2	98.22%
William Revill	TR3A	02:07	0.6293	02:11	0.4605	02:06	0.5324	2	97.67%
Alistar Ondarchie	TR7	01:51	0.2234					1	0.00%



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DRIVER PROFILES

Neil Martin – Triumph TR 7 V8 – Red



Neil is one of our South Australian competitors along with Duane Kaak, who have travelled from Adelaide especially for this meeting. He has been a motorsport competitor for about 15 years, always in Triumphs. His original competition car was a 4 cylinder TR 7, running in sprints and regularity events.

About ten years ago, Neil upgraded to a TR 7 V8 and has been a consistent competitor at Malala and lately The Bend, a circuit that he enjoys immensely. He has also competed at Winton and is looking forward to relearning the tight Winton track this weekend. Another of his favorite circuits is the fast, sweeping track at Philip Island.

Neil has done the All Triumph Challenge twice in the past and is looking forward to this years running. *"I always enjoy these events and the TSOA National meetings because it's great to catch up with the rest of the Triumph club members"* he says. Neil has a new engine in his TR 7 V8, upgraded to a whopping 4.6 liters and is itching to see how much time he can shave off his personal best!

Ian Watt - Triumph 2500 Mk II PI – Green

Ian started his love affair with cars as a child back in Scotland, where his father owned a garage. *"There was a 1963 Triumph 2000 owned by my father's friend. I thought it was brilliant"*, says Ian. After moving to Australia, his father gave the then 15-year-old Ian a Triumph Mayflower to rebuild and drive. *"My father told me that my first car should have no brakes, no power and no suspension so you'll learn to be a better driver"*, Ian laughs. Early forays into motorsport included a Toyota Celica (TA22 1974), in which both Ian and his wife, Jan, won club championships in 1977. Ian bought a Triumph 2000 sedan in 1985, developed it for competition and was very successful in Appendix J racing in the 90's. This Triumph is now owned and run by Ian Cuss.



His beautiful Triumph 2500 Mk II 2.5 PI that we see today was first raced in 2002 and has been used continually and successfully ever since. The car is fast – it has recently neared the 2.00 minute lap time mark at Philip Island whilst achieving a top speed of over 200 kph. Ian has competed previously in the Triumph Challenge and enjoys these events immensely. His dedication to the All Triumph Challenge was tested in 2018, when the clutch pedal failed in his first event. Ian and his friends removed the parts, took them to a local welder (on Sunday afternoon!), made repairs and got back in the event! The ATC 2019 proved to be more successful. He'll be showing his usual enthusiasm this weekend.



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Keith Ondarchie – Silver stag

Alana Ondarchie – white stag



Our only father and daughter team in the event, Alana and Keith Ondarchie are both running their beautiful Triumph Stags in the All-Triumph Challenge. Keith and Alana tell a wonderful story of a family racing together. Keith started racing more than 25 years ago in a Triumph TR4, his first competition outing being the TSOA Winton 6- Hour Relay. He has raced the TR 4 and the Stag at State competition level throughout Victoria and interstate. His most recent victory was winning the “Return to Racing” event at Sandown in 2020.

Alana was always with her dad when he was racing: And her first car was a 1969 Triumph Spitfire when she was only 15. *“I really wanted the Spitfire, and I wanted a Mk 3”* she said. *“Dad and I bought it and we restored it together. We rebuilt the engine and did the bodywork. And it was great working with Dad”*. So, the Spitfire was on the road in about 1999, another Triumph for the Ondarchie family. And the love of motorsport progressed.....

Keith has always loved Triumph Stags and he originally bought his so his two young daughters could ride in the back. *“It was perfect for summer touring”*, says Keith. Soon the kids were driving it and enjoying it. Alana now has two children and has to fit racing into parenthood. However, like her Dad, is still a keen and regular competitor. She recently achieved an overall third place in the State level series. *“I’ve been competing for a while, but just this day it all clicked. I was so pleased with the result”* she said. Neither Keith or Alana have been in the All Triumph Challenge before and both are enthusiastic to have a go. Watch out for the two beautiful, booming Triumph Stags.

Alister Ondarchie - Triumph TR 7 Sprint – Canola Yellow

We’ll see Alister today driving his TR 7 Sprint, resplendent in its “Canola Yellow” paintwork which is a very different colour from most TR7’s. Why Canola Yellow? *“I bought it from David Kelly”*, explains



Alister. *“He’s a canola farmer and had the car painted that way to match his favourite flowers”*. It would have been interesting if Mr. Kelly had been a tartan manufacturer.

Alister’s love affair with cars began years ago, with a Datsun 1200. This was soon heated up with wide wheels and the usual period go-faster equipment, but to go faster still the Datsun was soon shuffled off and an ex-cop XF Falcon was purchased.

It went faster but only for a short time, as it had to make way for marriage, four kids, houses and a long period of international postings to further Alister’s career. But the sports car and motorsport embers were still burning, and a series of life events convinced Alister that it was time to buy a sports car, even though the family were still resident in the UK. And what a machine he selected – a TVR Griffith with the 3.8 litre V8 was the chosen toy, which was driven enthusiastically on the road and gave Alister a taste of circuit competition, thundering around Knockhill circuit in Scotland. Alister bought the TVR home with him and still owns the car today.

The rest of the Ondarchie clan were into Triumphs, and Alister was an associate member of TSOA. Then the fateful night occurred in 2005 – Dave Kelly was seated beside Alister at a TSOA club dinner and mentioned that he wanted to sell his TR 7 Sprint – the wheels turned quickly, and Alister was the new owner by 7.30 the next morning! The car is fully race prepped and has a Chris Swingler engine so has been a reliable competition car for the last seven years. Alister has a full competition licence so competes regularly at all the major circuits in Victoria, NSW and South Australia.

He has limited experience in previous All Triumph Competitions (ATC) but thinks it’s a *‘fantastic concept – it is reminiscent of the old 6-hour races, with a big team all getting together. And to have over 20 Triumphs on the track at one time is tremendous’*. We look forward to seeing Alister and the Canola coloured Triumph out on the track today!!

Chris Swingler – TR 7 - White



Chris unfortunately is not with us today, even though he is one of TSOA’s longest serving and most enthusiastic competitors, having been a TSOA member for around fifty years. He started with his brother, Neil, buying the Bob Morrow Spitfire in 1975. The car, already competitive, was immediately improved over time by the Swingler brothers. *“I have an engineering background”*, says Chris, *“and I enjoy improving and developing cars”*.

He acquired a Triumph TR 7 in 1979 which he still has, again subjecting it to continual improvement over the years. He’s always enjoyed the engineering of the Triumphs and still is actively involved in engine building, driver coaching and competition. Chris also had a foray into the open wheel classes, running an Alexis Mk XV Formula Ford in the early 2000’s.

He has competed in the previous two All Triumph Challenges and would have liked to have been running today. Even if he is not in the field, many of the cars out there today carry the work and improvements provided by the skills that Chris has brought to the club and has been a great strength to TSOA for so long.

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Duane Kaak - TR 7- Black



Duane Kaak, another of our South Australian drivers, brings a different perspective to the ATC, with previous exposure to the European racing scene, driving Porsches, Lamborghinis, and Formula Renault open wheelers. His start in competitive motorsport came about 9 years ago, when he bought his current TR7 from Rob Bernau in Victoria. However, Duane has owned at least one Triumph for the previous twenty years. First a Spitfire "I wanted an MG 20 years ago, but a friends' girlfriends Dad had a Spitfire. I'd never heard of them but fell in love with the curves when I saw it", then the TR7 V8, then a 2500s sedan, then a Stag and some 1850 Dolomites. His current collection includes the TR 7 we see today, a Stag and a Dolomite. Duane's best motorsport experience? It was on the Zandvoort Grand Prix circuit.

"I caught 'The Stig' and pushed him through every lap. After the event he complimented me, 'no one has ever gone that fast before' in chasing him. I was in a Lamborghini; he was in a Porsche, and it was just us two on the track for 8 laps. I would have overtaken him if I could but couldn't quite get the chance".

Today Duane will be in a quite standard TR 7 and is looking forward to the All Triumph Challenge. "It's a new track, a new event and will be nice to see some other Triumphs on the track, there's usually only 3 or 4 in South Australia so 20 Triumphs together will be a great event".



Gordon Bunyan - Spitfire – Yellow



Gordon has always driven cars with class! *"My first car was an orange 1976 Escort RS 2000, perfect for the smooth forest roads around Canberra to relieve the tension of uni study, and practice 'Scandinavian flicks'!"* he laughs. This provided a garish start to his motoring life. It was not replaced as the track car until 1998 with a more refined 1976 Dolomite Sprint, which was developed as an Improved Production race car in which Gordon has competed in various events over nearly 20 years including the TSOA 6-, 10- and 12-hour relays. Why Triumphs? *"Even though I grew up driving Ferguson tractors on the family property, I just fell into Triumphs: there was no plan. I had always admired the Dolomite as a competition car, and I loved my cousin's TR6. The Italian design influence and eccentricity, and the visceral appeal of driving a car of this period: that's what keeps me coming back to the Marque".* Gordon now owns "only" three Triumphs – the Dolomite Sprint, his racing Spitfire that we see today and a beautiful V8 Stag. *"The Stag I can drive to TSOA meetings! And which V8 (apart from the 2.5 Daimler) challenges the Stag's sonorous V8 note? And of course, it is very stylish".*

Gordon commenced motorsport with some low-key uni car club rallies in the Escort in the '70s. He started sprinting in the mid 90's in his company car, a Toyota MR2. He then bought the Dolomite "... when I decided to get a bit serious, without appreciating its refinement; I loved its combination of the innovative and the archaic, its speed, handling, and style. It's a great track car – very chuckable." With a Chris Swingler engine, it ran in many TSOA relay events including the Winton 6-hour teams' competition and in races at Oran Park, Wakefield, Bathurst and at all the Victorian tracks. His favorite event? *"Racing the Dolomite at Bathurst – nothing beats driving at Bathurst!"* he says.

Gordon was then attracted to Spitfires after seeing Ian Cowie's example competing with and beating more powerful cars at Oran Park. *"The Spitfire is a great drive, like an oversize go-kart and continues to punch above its weight when against more powerful and expensive cars",* he says. Gordon bought Ian's Spitfire (Sb log booked) in 2005. It blew its engine on debut at Oran Park and was not on track again until 2018. With a Jason Maros engine and Garry Gibson retuned suspension, the Spitty now challenges Porsches on the Winton Short Circuit. We all look forward to seeing it in competition today.

Gordon loves the All-Triumph Challenge. *"The ATC is a calendar highlight because its unique -there's nothing like a track full of Triumphs - and provides the opportunity for the whole club to get involved",* says Gordon. *"The ATC opens the great on-track experience up to many more club members, hopefully by bringing "unraced" Triumphs back onto the track. And then there's the way in which it strengthens the club: the camaraderie and the atmosphere are wonderful",* says Gordon.

Ian Cowie - TR7V8 – Silver



Today, Ian Cowie will be running his thundering TR7 V8 and is expected to be one of the fastest cars on track. This car started life in 1979 as a one-off factory turbo rally car built in Australia using UK factory competition parts. It ran in that year's Southern Cross Rally, but an inglorious DNF meant the turbo was abandoned and a serious rethink led to John Crawford & Mike Breen securing a second budget this time for a fully spec'd FIA Group 4 V8 rally car 'a-la-Tony Pond'. All required FIA homologation bits were provided by British Leyland (UK) except the Rover 3500 engine which was taken from the factory shelf in Sydney and blueprinted by Ron Gillard.

With no idea how to shoehorn a V8 into a TR7 Mike Breen contacted his friend Colin Bond who suggested Brian Pope should engineer the TR7V8 for the 1980 ARC. The car was completed and tested, and Ross Dunkerton approached as the potential driver. Poor sales of the TR7 and the looming TR7 PRO Series in 1980 meant the TR7V8 remained at the factory gathering dust. Ironically in 1980 the car was 'loaned out' and subsequently prepared for a sports car series at Amaroo in which it competed just the once at the hands of Terry Finnigan. The closure of Leyland Australia meant the car was 'lost' for decades until a chance meeting allowed Ian to adopt the car in its present form.

Ian is a great supporter of the All-Triumph Challenge and is a keen Triumph enthusiast. In his early days with TSOA, Ian had forays into sprints in a concours – standard Triumph TR4A but he found it not suitable for track work.

Soon the racing bug was biting hard, and the Lionel March Spitfire was acquired and redeveloped with Chris Swingler's support and a demon engine meant the Spitfire twice won the U/1500 and U/2000 litre championship in VHRR competition in the early 2000's and Ian proudly recalls Jack Brabham presenting him his trophies.

Ian soon purchased one of the Ron Hodgson built Dolomites, the ex-Ralph Radburn/Terry Wade/Gerald Kay car which he raced for over 10 years. Ian was a consistent top ten finisher and was racing against some of the greats of the time – Brock, Holden, Harvey, Binding and more. He took numerous Class championship wins at tracks across the country in Group C Historic racing.

Ian also maintains a long association with a succession of beautiful Triumph GT6's including restoring and building them as racing cars from the ground up. Ian owns one of a very few historic Production Sports cars (ex-Ken Gaunt GT-6) which he used to compete in the inaugural All British Challenge (2004) in Sydney where he finished 2 Outright. He twice set FTD at the Rob Roy Hill Climb; 28.09; and 24.80 in 2005 the latter a record which still stands. He has also won numerous Class Championships in his Spitfire; GT6; and Dolomite Sprint. Ian is looking forward to running his thundering beast at Winton and will be one to watch out for outright fastest lap times.

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Rob Splatt – Triumph TR 6 - Red



Rob is a long-term motorsport enthusiast with an extensive history of competing at the highest levels. He started his motoring life with a stately Armstrong - Siddeley, a very different machine to those he drives now. Today, Rob is driving a Triumph TR6 which he has owned for 30 years and still uses for club competition. He is a regular competitor in many major categories driving a kaleidoscope of marques including Mercedes-Benz, Porsche, Ferrari, and a thundering historic March Formula 5000. He is currently the President of the Formula 5000 Australia Association and Vice President of TSOA Victoria. Yet despite Rob's success at the top of the motorsports tree and having the choice to drive the cream of the world's most desirable cars, he still enjoys and supports club motorsport.



After he entered and sponsored the 2017 MG Road Racing Championship for a second year, he commented that *“the family friendly environment is what club motorsport is all about, and to see the (championship) continue to provide what grass roots racing should be at a state level is great”*. Rob is indeed proud of his successes in club motorsport and has twice been on the winning team for the TSOA Winton 6-hour Relay.








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His most recent success is as a member of the winning Triumph team at the Sandown 360 Regularity in April this year.

Rob feels incredibly positive about the All Triumph Challenge. *“The Challenge is a great club event – lots of friendship with fellow enthusiasts, a wonderful, relaxed social atmosphere and a great demonstration of the Triumph marque on the track. The overall weekend is the best part, the motorsport is just a by-product”*. We’ll look forward to seeing Rob’s flashing Red TR 6 doing well on the track on Sunday.

Ed Ferguson - TR7 / V8



Ed’s love affair with Triumphs started back in Ireland in the 1970’s when he and Margaret – shortly after they were married but before children arrived on the scene – bought themselves a red GT6. It was great fun driving on the twisty Irish roads when traffic cameras didn’t exist and on weekends the sportscar would double as a recreation utility and they would strap a surf canoe on the roof and take off for White Park Bay to experience the wild waves of the Antrim coast. The love affair has continued in Australia and, at various times, Ed and Marg have owned and enjoyed a TR7, TR6, TR8, Stag and Dolomite Sprint. Ed was first introduced to “racing” when encouraged by Bruce Shaw to take his standard TR7 to the track in 2003. The first track run was less than impressive (just ask Keith Atherton who was following!) but it was enough to be smitten with the bug. Ed is just finishing off the re-build of his latest TR7 /V8 race car, transplanting all the running gear from his previous race car into a new bodyshell. The ATC

event at Winton promises to be only the second or third outing for the new machine and time will tell how well driver and car settle into the task.

Brian Watson - TR 7 – White



After starting his thrill seeking career in a Morris Minor 1950 Series MM (Low Light and sidevalve), Brian's first Triumph, a Spitfire 4 (Mark 1) must have seemed like a rocketship. His racing career started in 1980 with another Spitfire, a Mk 3. *"I did a TSOA club sprint, doing laps on a real track, and I was hooked"*, says Brian. Brian developed an interest in motoring during his early twenties whilst studying engineering and he enjoyed a number of Spitfires "because they were affordable, and 'exotic'" he says. This was the start of his Triumph attraction, but they proved entirely impractical for the coming years of family and career, so they gave way to a series of EH Holdens over many years. Whilst Brian punted the EH around in Regularity events, he searched for a TR7 and bought one in 2015. *"The TR 7 is an affordable, under rated, tweakable and predictable track car that enabled me to pursue my motorsport hobby, mostly under the auspices of the excellently run MSCA.*

I was incredibly pleased to win the MSCA Regularity Championship in 2013". Brian has been a frequent competitor in MSCA, Regularity, Sprints and other events as they pop up – hillclimbs, sprints, relays - Eddington, Bathurst, Wilby, Wakefield, Mallala and others, and with many being interstate, they provide opportunities for holidays and long weekends away.

Brian bought a TR 6 about 10 years ago, but he decided that this car was too precious for track work, so he now has a 'perfect pair' - the TR 6 and the TR 7 – one for road and the other for the track.

Brian has competed in three All Triumph Challenges, the two that have been run in Victoria and one in NSW. He believes that the ATC is a great event and an excellent showcase for the Triumph marque, with serious potential to expand socially and competitively, including the interstate and interclub interest we see today.

Nick Haymes – TR6 Blue

As a young tacker, Nick was enthralled by the stories his father told him about the mischief he used to get up to as young teenager in a Singer 9 on the logging tracks around North East Victoria before graduating to a Cooper S once he got his licence.

"I lived out my boyhood dream, sitting on my father's lap, steering my grandmother's car up and down suburban streets in Bright. A time when Bright was a sleepy country town at the foot of the Victorian snow fields". How times have changed!!

Nick's first Motorsport experience was in the mid 90's at Calder Park. TSOA ran a club track day event, and he was able to do some laps in his parents Alfa Romeo GTV. A few years later and his first sprint event was at, driving the TR 6 of Rob Splatt who also gave Nick the loan of his tow car and trailer. "The tow car just happened to be Rob's BMW 760il, talk about doing in it style!", Nick laughs. Over the next three years, Nick ran a Commodore at selected track events.

More recently Nick, together with his father, Graeme, have built up a Triumph TR 6 from a rolling shell which Nick says "... is giving us as much fun away from the track as on it. Friendships created and time spent together are even more important than the time spent at the track, and yet we love being at the track!" Given that the car is a new build, the team have had a few DNF's, including at the last ATC but the overall experience and camaraderie, both on and off track make the ATC a MUST DO event! "I can't thank enough all the people involved and assisting in putting this event on, from Michael Kip and the committee, the volunteers, my fellow competitors and the support crews", says Nick. "Someone once said, 'it's not how fast you go but what kind of noise you make'. That sounds pretty good to me".

Mark Campbell TR 7 V8 - Green



Like so many of us, Mark started driving with a vanilla first car. *"It was a white 1970 Mazda 1500 Station Wagon, five speed column shift, drum brakes all round, vinyl bench seats, orange curtains in the back. Way cool! Not!"* He laughs.

His first Triumph was a TR 6 which he purchased in 2006 *"..... and I'm still loving it!"*, he says. Mark still owns and enjoys the TR 6 and also his TR 7 V8 racecar. Like so many Triumph enthusiasts, his affection for the Marque is no short-term love affair. *"I've had the TR 6 for 15 years and started*

building the TR 7 V8 in 2012. I've been developing the TR 7 for 9 years. But it never stops – racing cars are always being developed".

Mark has actually worked in the automotive industry with Triumphs, perhaps briefly. *"I worked for an ex-Triumph dealer in their spare parts department back in the early 80's. Sadly, one of the first tasks I was given was to throw all the remaining Triumph parts (lots) and documents into landfill. If I could have my time over, just think what might have been saved"*. Working and racing Triumphs is obviously a big commitment in anyone's life – time, money, expertise, patience – and shows an enthusiasm for engineering, improvement, development, innovation.... what is it about Triumphs that keeps your enthusiasm up? *"I suppose the easy answer is that our Triumphs are interesting and fun to drive. They're relatively easy to maintain, and they attract a friendly group of enthusiastic people into the club"*, says Mark. His words suggest that he is a satisfied TSOA club member!

Mark has a long competition history. His first meeting, like those of so many who are starting in motorsport, went not quite as planned. *"My first run was at Calder Park on an MSCA Club Day. I spun twice, cooked the Bosch fuel pump and got hauled up before the stewards for trying to fix the car on the back straight during the run"*. But a rumply start didn't slow his competition progress as he then ran and won in the MSCA Regularity series for five years with his TR 6 and then started with the TR 7 in 2017, entering in Regularity then the MSCA sprint series. He has also run the TR 7 V8 at the historic Myrning Sprints. Mark has enjoyed some success over the years, but his latest win was the best. *"I was a member of the TSOA Team Triumph that won the Porsche Club 6-hour relay at Sandown this year. Conditions were atrocious, with icy rain all day. Success was gained by all of us working for the whole six hours as a true team, a great achievement"*, he says proudly. Mark competed in the last All Triumph Challenge and enjoyed it. Let's hope this meeting is just as successful for another lover of the Triumph marque

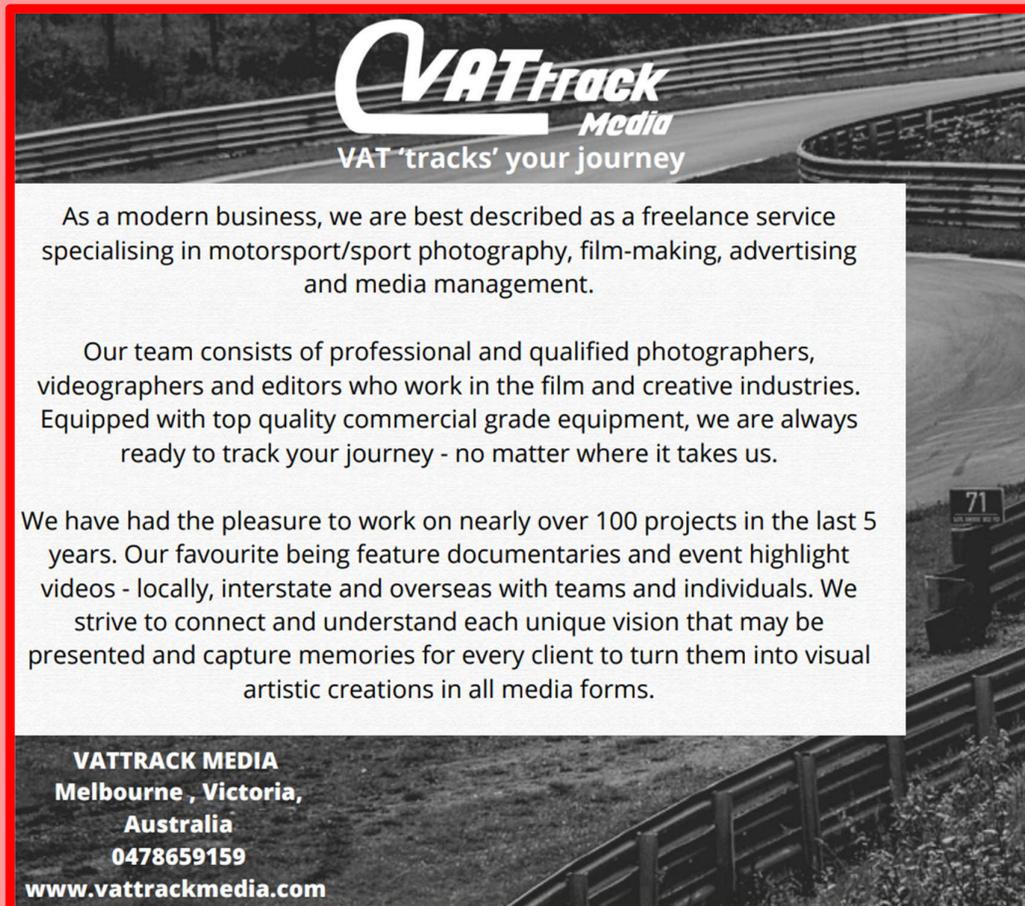
Danny Holohan Mk IV Spitfire - Red 'of course'



Everyone's first race meeting is special!! It's truly a life experience for a motoring enthusiast The preparation (finally getting the car right in the weeks before the meeting) then getting to the track and the early morning scrutineering, (what will they pick on? Will I be allowed to run?), the drivers briefing (so much information to comprehend in so little time) getting ready for the first run (how come there are so many things to do? And where are my gloves?) , finally getting to the dummy grid Then AT LAST the wonderful thrill of being on a racetrack for the first time! This is one of the few times in your life when you can take your beautiful car on a piece of road that has been designed to be fun to drive on and

to drive on it as fast as you wish, as fast as you dare, with no interference or restrictions, driving with friends and doing nothing but enjoying yourself and being your best! It truly is a thrill like nothing else and can't be gained anywhere other than having a go on the racetrack. And today we are privileged to be watching and sharing this day with Danny Holohan who is having his first run on the track and will be enjoying these memorable moments of his life – a day he will remember forever! When we read the story of so many of our participants today, we see they have a lifelong love of Triumphs. And Danny is no exception. *"As a boy growing up, I remember seeing Triumph Spitfires and Triumph Stags. I always loved the look of the 'hips' on the Spitfire. I set a goal to own one, one day. That was always my dream and at last I've achieved it"*, says Danny. It has taken some years, but Danny's dream has arrived with his Triumph Spitfire Mark 4, a beautiful car, *"red, of course!"*, as he says. He has owned it over the last three years. After only three years, Danny has already decided to improve on the traditional Triumph engineering.

“After driving my car on the road for some time, I wanted to improve on the lack of gears and get the engine revs down. This led me down the rabbit hole of a Toyota engine and 6 speed manual transmission upgrade”. Like they almost say in the Toyota ads, “Oh what a challenge....” that this task proved to be. A ‘Rabbit hole’ indeed!! All of us who have been down the engine swap path and THEN battling with the Australian Design Regulations (ADR’s) compliance know how hard this pathway is!! But Danny didn’t just give up and buy a MX – 5 or similar and forsake his love for Spitfires.... he followed his dream to develop a more exciting Spitfire. This shows a great dedication to the Triumph marque!
 Danny has been spectating at the last three All Triumph Challenge meetings but will not be out with us today. I’m sure we all join together wishing him the best and we all look forward to his future outings!



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David Kelly TR 7 V8 - Red



Like so many other drivers here today, David is another long -term Triumph lover. His current fleet is a 1978 Triumph TR7-V8 Fixed Head Coupe (FHC), which was originally a road car then built up for competition in 2003 and run every year since in MSCA and other Regularity Relay events. (That’s enthusiasm!! Running every year for the last 18 years!). David also has a 1980 TR 7 DHC (Drop Head Coupe) for the road which he recently restored. So many Triumphs have passed through his hands over the past 20 years.

The aptly – known *Winchelsea Wedge Works (WWW)* is a joint enterprise between David and Ross McKinnon and has owned a total of fifteen Triumph TR7/8s, eight were restored, six were sold and two remained with David.

Alister Ondarchie, Brian Watson and David are currently competing in three of the WWW cars. Yet all of this has come about from a humble beginning. David's first car was a 1948 Ford Anglia tourer which provided reliable transport but little excitement. When aged 21 it was time to buy a new car, but David was split between an MGA and an Austin Healey. He decided that a Triumph TR 3A would be an ideal choice and thought it a fantastic car for its time.

It was another thirty years before he could afford another Triumph and then it was a TR3A restoration job. It was in this TR 3A that David had his first competition run at a combined TSOA/MG Car Club ¼ mile sprint event at Fishermans Bend (then a disused airfield drafted into motorsport duty and now fondly remembered as an iconic Victorian racing circuit). After the early days of Sprints and Hill Climbs (1960s) David started to attend MSCA sprint meetings, beginning in 2001, in their first race prepared TR7 (Scotch Racing, a clone of which 'Canola Yellow' is currently owned by Alister Ondarchie). He has been competing in VHRR Regularity and MSCA Sprints and Regularity since that time. Like several other drivers here, David says that *"...being a member of the **Triumph Racing** team which won the Sandown PCV 6- Hour Regularity Relay in April 2021 was the best moment of my competition career"*!

David has run in Two of the ATC events so far and really enjoyed them: *"These events are great fun; like the earlier days of MSCA when clubs were able to make up our own run groups of Triumphs and have side-by-side starts, each pair separated by a few seconds – the 'good old days'!"* he says. We wish David all the best for the events today and into the future.

Jim Cain and Roger Jeary "Dummy One and Dummy Two".



We hope you are enjoying a great day here at Winton. But take a moment and look around. Look at the control tower, look at the flag marshals, look at the paddock entry, look at the scrutineers. They have two things in common: Firstly, the people in all of these positions are all volunteers, giving up their time, not to have the thrills and spills on the track but to help the MSCA to run the meeting. And secondly: Without their time, energy and cooperation, this meeting and ALL of club

motorsport would stop totally!

SO...., let's give a cheer to all of the great folks who give freely of their time so we can go racing. And let's look at two of the TSOA - Jim Cain – "Dummy one" and Roger Jeary- "Dummy Two".

Jim and Roger have been the permanent Dummy grid marshals for MSCA events for over a decade, providing faithful service in this vital role. Jim, in fact, is today completing his 100th meeting as a grid marshal, with Roger closely behind!! What a great record of service to motorsport by the pair of them! It all started some years ago when Jim – now 'Dummy one' - was then the proud owner of a Triumph Stag at the TSOA National Rally at Philip Island. A call was made for volunteers and both Jim and Roger put their hands up as dummy grid marshals. The two joined forces again at an MSCA meeting at Winton in October 2007 and have been the kings of the dummy grid ever since.

Roger, our current TSOA VIC President, is originally from the Old Country, and as a youngster, honed his driving skills on the twisty and challenging back lanes of Hertfordshire, enjoying nightly Alehouse Grand Prix's in his Triumph Herald. After leaving the Old Dart and after 25 years of living in the Land of Convicts, his eye crossed The Trading Post and a 'Green Frog' jumped out at him. This is his British Racing Green Triumph GT 6 which he bought and then restored. This was all about 20 years ago, and *"while it's starting to look a bit tired and really needs to be restored again, it still gives me pleasure and soon the needed attention will be given to its upkeep"*, says Roger.

Both Jim and Roger are proud of their work and take their role very seriously. *"What I am proud of is that MSCA's first priority is safety, and the Dummy Grid crew is an essential part of that"* explains Jim. *"We are the final checking point on safety for both driver and car before they enter the track. Helmets, Safety Harness, cameras and mobile phones, any loose equipment, overfilled fuel tanks – these are the things*

we look for and work in with the scrutineers". Jim takes the job seriously and we are sure that the MSCA would be the poorer without both their help.

What a great record!! These guys have marshalled the grids for the MSCA for over 14 years – but what keeps them going? Jim sums it up, *"If you enjoy what you're doing, just get on and do it!"* Wise words indeed!

FOOTNOTE: A lot of people enjoy their motorsport not on the track but by being a partner in the events as a volunteer. There are loads of interesting tasks to be done and many friendly faces to greet you – consider being a part of Australian motorsport by being in the operations team!!

Paul Hogan – GT 6 - Blue



If you're invited to dinner at Paul Hogan's house, be prepared for Pork Pies and Frogs Legs, along with a Cote Du Rhone Syrah!! This

reflects his taste in cars – whilst enjoying British Triumphs for many years, Paul is also a chronic Peugeot enthusiast and has been for 30 years. He has always loved the 404 models and still owns one. "I have owned 20 or 30 Peugeots over the years and used them for hillclimbs, rallies and road driving"



of a chicken shed in Bendigo. It was a mess, and it took about 8 years to restore". Paul used it for hillclimbs at Mount Tarrengower and Morwell, for circuit sprints and for social runs. But whilst he developed it for Group S racing, the powers that be decided it was unsuitable, despite Paul checking it was OK and spending lots of time and money preparing the car. Bad things happen, but perhaps this was a blessing in disguise. *"I gave up trying to run the Vitesse in Group S in 2009, so I took all the go-faster gear off the Vitesse and transferred them to a Triumph GT 6 which I bought from Sydney"* says Paul, who has now been running this beautiful car since then as a dedicated track car. Everyone needs some support, and Simon Young of British Sporting Cars in Kangaroo Flat helped with much of the mechanical work - Look out for its sleek lines today - the GT 6 has had a full body – off rebuild and looks and sounds just wonderful.

Paul is now a regular Group S racer and competed last weekend at the "Winton Festival of Speed", so his thirst for motorsport sees him backing up for two weekends in a row. Favorite circuit? *"Winton, because of its short and close layout but Philip Island is a great circuit. So smooth and fast, not good for small cars but so nice to drive on. I've only run there once but it was so thrilling"*. Paul has had no outstanding

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he says. His first car on growing up as a young man in Awstraylya was a 1963 HD Holden. *Le Votture de Francais* followed, but the Pork Pie urge was fed in the mid 1990's with his first Triumph, a Mustard Yellow 2500 TC sedan *"It was just a road car, but I did countless miles in it"*, says Paul. Paul's first competition car was a Triumph Vitesse, certainly an unusual beast for motorsport. *"I pulled it out*

victories but is usually well up in the Group S fields. "I just enjoy the people and the racing", says Paul, "just putting it back on the trailer with no damage is an achievement. Really, I just like motor sport", he says. He likes the ATC because "it's a fun, sociable, relaxed event with lots of like-minded people". Can there ever be a better reason to be competing in motorsport?

Fraser Faithful – Triumph 2500 S Saloon – Guinea Gold (Bronze)



"Climb every mountain" must be Fraser Faithful's favorite song. Over the past twenty years, Fraser and his Triumphs have been a fixture on the hillclimb circuit throughout Victoria's many mountain courses. Fraser is another long – term Triumph aficionado, having owned and driven a variety of the venerable 2000/2500 saloons.

Fraser's first car was, of course, British: a 1961 Austin Cambridge. But smarter machines soon followed, and his first acquaintance with the Triumph marque was in 2002, with the purchase of a classic 1977 Triumph 2500 saloon. He now owns two Triumphs - a 1977 2500 S which he has owned for eight years and a 1971 2000 TC for four.

Fraser's competition history dates back to 2003 with his first outing at the Gippsland Car Club Hillclimb in a bog stock 1978 2500 TC manual saloon that he had purchased just a couple of months earlier. Since then, he has

competed in about 60 hillclimbs in a variety of Triumphs. He also ran a Volvo 164 Sedan as well, but he doesn't tell his Triumph mates about this perturbation.

So why is Fraser such a Triumph enthusiast? "The saloons are just such charming and amazingly forgiving cars, whether on the road or on the track. But they need to be fettled and cosseted - just as well they are straight-forward to fix!", he laughs. "I've learnt so much about tune-ups and general car maintenance since I first bought a Triumph: dwell angles, mixture adjustments, differential swaps... don't get me started!"

Like all of us Triumph fans here today, these are two things that keep us entertained: Firstly, The mechanical feel of the cars: "Perhaps my greatest satisfaction is that the sorely thrashed 2500 TC always got me to the events and home to the Yarra Valley under its own power, although there were a couple of close calls: a dying differential after a fantastic event in Camperdown in 2004, and a mildly blown head gasket at a Rob Roy event in early 2008."

And secondly, the people and the fellowship that follows the cars. "And I love it that there always seem to be people who want to talk about Triumphs and British cars in general, whether at the track or in the supermarket car park." Fraser has been to the last two ATC's as a spectator and looks forward to his first ATC foray – watch out for his immaculate Guinea Gold saloon. And he also looks forward to meeting his fellow Triumph enthusiasts and to seeing all this wonderful British machinery on display in the pit bay sheds and out on the track.

Barry Pritchett – TR6 - Red



Today we see Barry driving his red TR 6 on the track and displaying his prizewinning moustache in the paddock!

Barry bought his first car when he was 13 years old. It was a Ford Prefect, cut down to a chassis, engine, gearbox and wheels for grand touring in the Bendigo paddocks. This commenced his lifetime covering all forms of motorsport, starting with motorkhanas and autocross then onto circuit sprints followed by a seven year career of Off-Road racing. Barry then designed and built an open wheel hillclimb car, the "Holett" which he and a friend ran at State championship level in hillclimbs and other events with his original club, the Light Car Club of Bendigo. They competed for many seasons before finally selling it to another young enthusiast who now has had years of fun from it. The car itself is still on the scene and currently still being used for competition.

Barry bought his first Triumph which is his current TR6 race car about 15 years ago, after Ursula Weidenmuller demonstrated to him how good the Triumph marque is (Ursula is a long-term Triumph fan, a life member of TSOA and is also competing here today in her own TR 6). Both are now regular competitors in Historic and State Championship racing events throughout Victoria and interstate. He notes that his best lap times have been recorded in his most recent events, thus declaring that he gets faster as he gets older – something few of us achieve!

Between them they now own several TR6's plus a Triumph 2500S sedan. Why buy a Triumph sedan? *"The Triumph Sports Owners Association (TSOA) National event was held in Margaret River, so Ursula and I needed something other than a racing car to drive over there. We bought the Triumph sedan for \$1300, did a few repairs and crossed the Nullarbor with only minor problems"*. This fits in with the reason Barry likes dealing with old cars – *"the challenge is to make them do something they were never designed to do"*, he says.

This will be Barry's second All Triumph Challenge. *"The ATC is great! It's a wonderful buzz to be driving with a whole field of Triumphs and to be meeting with all the Triumph people. The event always has a wonderful camaraderie with no pressure - it's all about driving with friends"*. Watch for Barry and Ursula on the track today.

Ursula Weidenmuller – TR 6 – Gray



Ursula has been a dedicated Triumph enthusiast for many years and a great supporter of TSOA. She joined TSOA VIC in 1983 after purchasing a Triumph Spitfire and soon made an impact, winning the Royland Trophy (Outstanding first year member) in 1983 and becoming to Ladies Champion in 1985 and 1986. She owned and competed in her Spitfire for more than 10 years. During those 10 years the car was her daily drive then use on weekends to attend TSOA social and competition events. The competition events were motorkhanas, sprint events and observed section trials held at various locations. Soon a sleek GT 6 followed the Spitfire as her next car. *"These events were my introduction to motorsport"*, said Ursula.

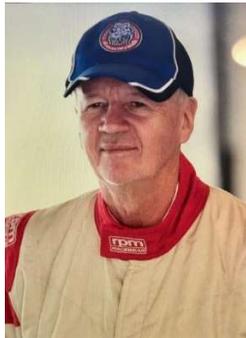
After selling the Spitfire and taking a break from competition, Ursula took up motorsport again after meeting her husband, Barry Pritchett, another Triumph enthusiast. Ursula now chose to drive an iconic TR 6 as her Triumph of choice. *"Barry has supported my motor racing, by building and maintaining my TR6. He has also been my mentor, encouraging me to continue to improve"*, says Ursula.

Like many Triumph owners, she now owns more than one... the beautiful Gray Triumph TR6 race car that we see today and a classic Triumph TC Sedan for the road. The road TC is reliable - Barry and Ursula attended the 2019 TSOA National Rally in Margaret River, WA, and drove the Triumph sedan across the Nullabor and back. With no problems? "It's never dull owning a Triumph", says Ursula.

She has been competing in Group 'S' Historic Racing at State Racing level and in the MG and Invited British classes events. Ursula has competed on some of Australia's greatest race circuits including Philip Island, Sandown and Eastern Creek in NSW and her competition records are available on the prestigious [Driver Database \(driverdb.com\)](http://driverdb.com), an international drivers record database. "I'm looking forward to this year's Triumph Challenge. It's a great social event with on track competition", she says.



Kevin McCluskey. - TR7 V8.- Yellow

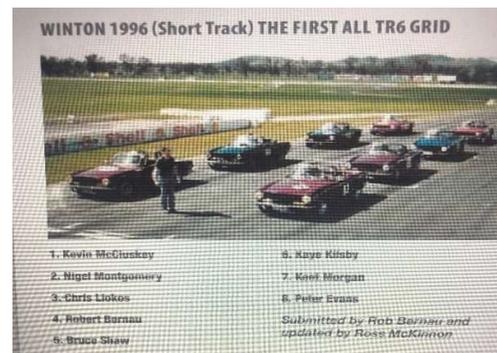


How many people started driving with a VW Beetle? Back in the '70's, almost everyone - and Kevin was no exception. He enjoyed the pulsating throb of the 1200 cc flat four engine before swapping it for his first Triumph, a Triumph TR 6, which he still owns today. "I have great memories of touring locally and interstate in the TR 6 with my wife", he says. He also had a 2500S sedan as a family car in the late 1980's.

Whilst the straight-line grunt and the looks of his magnificent TR 6 still thrill him, Kevin also acquired at TR 7 V8 in 2009, which is the yellow beast that you see him

driving today. Kevin's competition career started with his TR 6 in 1978. His first event was at the fondly remembered Lakeland Hillclimb and was, coincidentally, the last event to be held at this exciting venue.

Kevin has competed regularly since then, which has allowed him to drive on some of Australia's most exciting and historic circuits and hillclimbs. These include the iconic Rob Roy, Lakeland and Morwell hillclimbs (all of which have hosted the Australian Championships) and Kevin was one of the lucky few drivers to run at the Arthurs Seat Hillclimb, an event first run in 1933, then revived for a few years in the 1990's. Kevin also participated in sprints, motorkhana's and some of the 6 hour relay events and is one of the original participants in the first "All Triumph TR6" sprint, which was held at Winton in 1996 (Kevin was on pole position and got fastest lap!). Kevin has also visited circuits further afield and has competed in several All Triumph events at Wakefield Park in NSW and has done one All Triumph Challenge at Winton, driving Chris Swingler's TR 7 V8. His most recent success is in the TR 6 Section of the TSOA Drivers Championship when he was runner-up to Gary Gibson. But wins, losses or draws, Kevin sums up his motorsport career succinctly: "I just enjoy motorsport participation", he says. Doesn't that so nicely say why we're all here today?





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Peter Delmodes – Triumph 2500 TC White



Peter Delmodes was driving his Triumph before many of our members were starting school! His first car was a dark red 1936 Chevy Ute and his first Triumph was a green 1960 TR3A. "I was in Malaya with the Army in 1959 when I bought my first Triumph, a TR3A. I bought the Triumph in 1959 because it had disk brakes on the front wheels. It offered good performance straight off the shelf ... oh! And it looked terrific!", says Peter.

The Triumph had a difficult future. *"I had for only a few months before I was involved in a terrific crash which seriously damaged the car and put me in Hospital for quite a while. Approximately 9 months later I got my repaired TR back and almost immediately entered in a Hill Climb where I lost control of the car due to rubbish on the track and ended upside down in the jungle. Luckily, I walked away this time..... I left the Triumph in Malaya!"* says Peter. Certainly, a baptism of fire for a young Triumph owner.

Peter's first circuit race was in 1963 in a MGTC at Lowood Qld. And his first event in a Triumph was the ill-fated Hill Climb in Malaya. Peter has been competing on and off since 1960 and has a broad experience of many classes and types of motor sport. *"I have competed in a variety of events including circuit racing, sprints, hillclimbs, speedway and regularity in a variety of cars in Qld, WA, Vic and Tas. I have also raced a Rotax 125 go kart. My current Triumph which I am driving today is a white 2500TC which I have owned for 9 years"*.

Peters best win was in 1986, driving an EH Holden in Group N at Historic Lakeside in Queensland, where he won the main scratch race and then backed up with a win in the Handicap event later in the day. He now focuses his competition on regularity, hillclimbs and sprint events. He competed in the last ATC event and had great enthusiasm for the Challenge. *"The Event is a terrific way to show off the Triumph brand"*, he says.

Shirley St John – Cox Triumph TR 7-8 Cream/Red



After Shirley's first car, a Leyland P76 V8, which she describes as 'ugly but fast', her first Triumph some 25 years ago must have been a revelation. Between Shirley and her husband, Geoff they currently own four TR 7's. "When I was in my 20's I hated TR 7's" she says. "I could never imagine they would be so much a part of my life in the future".

Their first TR 7 was bought about 25 years ago. Why? "We were looking in the Trading Post for a Catalina Yacht as we loved sailing. Then Geoff saw a TR 7 in the trading post - He always wanted to do motor racing, so I said, "can you turn that into a racing car?" He said yes, I could, so we decided to buy the car instead", said Shirley.

Since that time, Geoff and Shirley have been driving in the MSCA sprints, hill climbs and 6 hour events sharing the car for about 25 years, but about 7 years ago they decided to run in the State Race Series in the MG & British Invited class which would make sharing a car impossible. They had another TR 7 in the corner of the garage "So I decided I'd better start working on it", said Shirley. She does her own mechanical work and is proud of it. "I stripped and rebuilt the engine, re-did the electrical wiring from scratch and prepared the car for racing. It now has a 4.6 litre V8 engine and is just fresh off the dyno". "Geoff recently made me a new set of extractors and he painted the car, this was based on a TR7 race car I liked owned by Peter Bulkowski which was a group 44 Support race car in Canada, this is now owned by Chris Marx in Germany who races it quite often. Over the years Geoff has taught me how to build engines, use power tools and even do some sheet metal work"

Both Geoff and Shirley have been running in the state series for some years now. This will be her third All Triumph Challenge event. "I really like the ATC because it brings so many Triumphs together. Usually there is only a small number of the club that goes racing and to general meetings, but the ATC has such a large turnout. It really brings all the Triumph people and clubs together".

Jim McNaughton- Spitfire - White



How can anyone resist the appeal of a "Roundtail" Mark 1 Triumph Spitfire? Young Jim McNaughton could not do it so and purchased his Spitfire in 1984. And still owns it, drives it and competes in it. What a long-term love affair this is!!

This pattern is repeated by so many of the competitors running in the All Triumph Challenge (ATC) today. Back in the 1980's, Jim joined the Triumph Sports Owners Club (TSOA) and enjoyed competing in sprints, hillclimbs and motorkhanas. He recalls Lakeland Hillclimb (now somebody's private driveway) and many of the other circuits and tracks used in these times. Jim was very active with the TSOA and was their Competition Secretary in 1989.

These early times were of when racing was more of a struggle, which everyone just accepted at the time. *"At a Winton meeting, we started for Saturday practice with four Spitfires,"* says Jim. *"But at the end of the day, none were running due to accident damage, broken bits and a complete engine failure. Yet we put the good bits together on Saturday night and we all had a run-on Sunday "*. This is what real club motorsport is all about. The All Triumph Challenge is all about bringing this kind of camaraderie back to life.

His marriage was not just to his Spitfire, his better half Melinda is also a Triumph fan and owned and drove a Mk 1 GT 6 (a beautiful machine) which they still possess, although it's more a collection of parts

than a car. In classic Triumph style, Jim and Melinda enjoyed their honeymoon in 1989 by driving the Spitfire to Perth, crossing the mighty Nullarbor plain both ways. They did the whole trip with the roof down – now THAT'S the mark of true sports car people!!

But the Nullarbor took its toll – a burnt exhaust valve and a few other problems meant that the Spitfire was parked up for some years. In the intervening time, Jim acquired an 'accidental' Triumph Herald and enjoyed that for some time. But the urge bit again. *"I've always wanted a TR4A"* said Jim, who now owns a British Racing Green TR4A. Both he and Melinda enjoy the relative comfort and civility of the 4A against the Spitfire.

"The spitfire is an unconditional thing", says Jim "I'll have that until they have to put me in and out with a trolley crane, its just a buzz to drive – I've been searching for 40 years for a bad angle to view it from and still haven't found it yet", he says. Jim is for sure a true fan of Triumphs all round and Spitfires in particular!

Jim has had little competition experience since the 1980's and has never completed an All-Triumph Challenge before. Watch out for him on the track and wish him and his Spitfire well!!

Rod Carey – Spitfire Red



Rod Carey is from South Australia and has done the long tow over to Winton from the land of the Crows. Another life- long Triumph fan, his first car was a Spitfire which is currently being rebuilt by Andy Ansell. He was soon a regular competitor in the late 1960s in this car at Mallala in South Australia, with occasional visits to Hume Weir and Phillip Island. While remaining a road car it became heavily modified including a GT6 rear suspension. He also ran in a very wet Winton 6 Hour relay as part of the Victorian team.

In 1969 the game changed, Rod screwed down all of his finances and bought the AMI Spitfire, the car he is running today, claimed the class record at Mallala and had a race long duel with Doug Whiteford's Datsun 2000 at Phillip Island, bettering the Datsun's time by 0.10 the of a second. Then later at Calder,

Whiteford has his revenge taking two firsts against Rod's two thirds.

The A M I Spitfire has had a long career. Its first logbook was issued to Brian Sampson and later transferred to Australian Motor Industries who imported and assembled Triumph cars among others. Beginning life as a steel bodied Mk 2 it was progressively developed with all of the latest racing parts from the competition department in England. Today it boasts an experimental 1296cc motor, a Vitesse close ratio gear box and GT6 mk2 rotorflex rear end together with one of only two totally aluminium open bodies to be built by the factory. All of the other factory race cars were fitted with fibreglass roofs. When Brian Read visited the U K he was told that this car was the fastest Spitfire that the factory had supported and was being used in their advertising.

But soon family, business and the time of life interrupted and the car was stored for several long periods, but it was back to racing again in 2006 when Rod turned 60.

After competing at the National rally in Victoria, a full engine rebuild had to be undertaken due to it overheating in the form-up at Morwell, and pulling 8,000 rpm in top gear for much of the straight at Philip Island. At this time the tendency to overheat when returning to the pits was finally diagnosed and fixed after finding that the experimental head required two additional holes to be bored in it to match the water jacket in the block. At about this time, Rod had a dalliance with a GT 6 but found it no faster than the Spitfire at Wakefield Park and only slightly quicker at Mallala due to its extra torque. Now Rod is competing again in the Spitfire at his local South Australian tracks – Mallala and The Bend – with occasional visits to NSW and Victoria.

Rod has run in the All-Triumph Challenge at Wakefield Park six times and has enjoyed every outing. He looks forward to competing against Gordon Bunyan in his yellow Spitfire and expects Gordon to now have the advantage. The two competitors will be well worth watching today as they chase down Ian Watt in his 2.500 saloon.

We have so many people to thank!!

A great day was had by all, and we thank our generous sponsors for their support. We did our best to support them – several members stayed at the Executive Hideaway Motel and a group of 12 had dinner at EllaGoose. A most pleasant way to cheer on our sponsors! – **remember, please support the suppliers who support our motorsport!!**

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 - Bill Revill – Interviews, content and advertising background work
 - Michael Kip – Technical input,
 - Keith Pace – Coordination & editorial,
 - Roger Jeary – TSOA President and Committee support,
 - Gordon Bunyan – Come & try Program
 - Chelsea Pace – Front cover,
 - And particularly all the Drivers featured for their stories
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- We also thank those within the TSOA VIC who made it possible - TSOA Committee and broader TSOA club for support and attendance MSCA Executive Committee and MSCA allowing us to run the event



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