

Triumph Sports Owners Association Vic Inc – Club By-Laws

These By-Laws are laid down by the Committee of Management of the Triumph Sports Owners Association (Victoria) Incorporated herein after referred to as "the Association," by the authority vested in it under the "MODEL RULES For an INCORPORATED ASSOCIATION" ("Model Rules") as specified by the Associations Incorporation Reform Regulations 2012 Part 3, and are subject to change at the discretion of the Committee as future circumstances or legislation may require.

1.0 SUBSCRIPTIONS

1.1 Annual subscriptions and charges necessary for the financial well-being of the Association will be raised, charged and amended as deemed reasonably necessary by the Committee.

1.2 The annual subscription fees for the 2020/21 financial year are as follows:

Life Member:	No Fee
Member:	\$95
Partner of Member:	\$45
Junior Member:	\$10

A person who, in accordance with Clause 12 of the Model Rules, pays the relevant annual subscription (if any) for the following financial year by the designated date, or is appointed a Life Member, shall be a "Member" of the Association.

Failure to pay the annual subscription will, in accordance with Clause 12 (4) of the Model Rules, result in all rights of membership, including but not limited to eligibility for the Club Permit Scheme, being suspended.

1.3 New members joining the Association between October 1st. and June 30th, inclusive, will pay the pro rata annual subscription which will provide membership to the Association to the end of the current financial year.

1.4 Members who resign from the Association, as provided in Part 3 Clause 17 of the Model Rules, and re-join within the same fiscal year, should note that membership continuity is lost, a new membership number will be issued. The membership badge will not be reissued.

2.0 COMPETITION FEES

2.1 Fees for Trials, Rallies, Sprints, Concours and other events are subject to the supplementary regulations for the event issued by the event organiser(s).

3.0 COMPETITIVE EVENTS

3.1 The Association may conduct Motorkhanas, Autokhanas, Trials, Sprints and Economy Runs, or any other event as the Committee may decide, and will be organised in accordance with the required permits issued by Motor Sport Australia (herein after referred to as MSA) or other organising body i.e. AASA

3.2 In all competitive events, the following rules shall be observed:

a) **Competition rules:** Competition rules will be structured under the guidelines of the Club's Mission Statement:

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"To encourage competition in and preservation, ownership and operation of Triumph Sports Cars"

and with due regard to the MSA, (NCRs) as laid down in the Motorsport Australia Manual, as updated from time to time. The same guidelines will apply for other organising bodies, i.e. AASA.

- b) **Competition Awards, Trophies and Classes:** The Outright Drivers Champion (The Eddie Duckett Memorial Trophy), Ladies Class Champion (The Coral Coleman Memorial Trophy) and Class "C" Winner's Trophy (The Jack Atkinson Memorial Trophy) shall be awarded in accordance with Clause 4.
- c) **Clerk of Course:** The Clerk of Course shall be responsible to the Executive Committee for the organisation and proper conduct of all competition events. He shall be the judge of fact and have the right to modify or cancel any event subject to prevailing conditions.
- d) **Motorsport Australia Manual:** Members are encouraged to familiarise themselves with the relevant regulations in the current Motorsport Australia Manual as these will be applied in conjunction with the T.S.O.A. (Vic) specific regulations contained in Section 3.3.
- e) **New Vehicles:** Each new vehicle will be classified by the Competition Sub Committee or its delegate, the TSOA Competition Secretary, to establish the appropriate Competition Class before Club Competition points can be allocated to the driver.

3.3 Competition Class Structure

- a) **"Triumph Sportscar"** means TR2, TR3, TR3A, TR3B, TR4, TR4A, TR5, TR250, TR6, TR7, TR8, GT6, GT6+, GT6Mk2, GT6Mk3, Spitfire4, Spitfire 4 Mk2, Spitfire Mk3, Spitfire Mk4, Spitfire 1500 and Stag.
- b) To broaden the scope of competition for the Driver's Championship the Association may, from time to time, expand the class of Triumph Vehicles to include Triumph sedans and other vehicles derived from Triumph components or powered by a Triumph engine.
- c) **"Individual Vehicle Specifications"** means the complete set of dimensions, tolerances and mutual positions of components of the model of Triumph Sportscar which defined and described the particular vehicle in question belonged on the day of its first purchase by a member of the public from a Triumph Sales organisation.
- d) **Class designations** are, for cars meeting the requirements of Section 3.4 *"Unmodified Class"* or Section 3.5 *"Modified Class"*, as follows:
 - i) CLASS A: Unmodified 4-cylinder Triumph Sportscar under 1500cc -Spitfire 4, Mk 2, Mk 3, Mk 4 and 1500
 - ii) CLASS A1: Modified cars from the above group.
 - iii) CLASS B: Unmodified 4-cylinder Triumph Sportscar over 1500cc, manufactured before 1975 and include model Run-Ons - TR2, TR3, TR3A, TR3B, TR4, and TR4A, TR7, Dolomite & Dolomite Sprint or any other 4-Cylinder variants such as Standard Triumphs or Standard Vanguard.
 - iv) CLASS B1: Modified cars from the above group.
 - v) CLASS C: All other unmodified Triumph Sportscars. TR5, TR250, TR6, GT6+, GT6Mk2, GT6Mk3, Triumph sedans and any other 6-cylinder variants such as Standard Triumphs or Standard Vanguard
 - vi) CLASS C1: Modified cars from the above group.
 - vii) CLASS D: 8-cylinder Triumphs, TR7/V8, TR8 or Stag
 - viii) CLASS D1: Modified cars from the above group.

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ix) RACE CLASS: Triumph Sportscars conforming to Race Specifications

x) ASSOCIATE CLASS:

3.4 Unmodified Class – Modification Limits:

A Triumph Sportscar shall be deemed “Unmodified” if it is within the following limits:

- (a) **Cylinder Head and Engine Block:** Must be of original type and configuration for the vehicle. Specifically, each vehicle designated below must carry a Triumph-built engine unit from the list given for it.
- i. Spitfire (all models) – any 4-cylinder, 8 valve pushrod Spitfire or Herald engine.
 - ii. GT6 (all models) – a 6-cylinder, 12 valve pushrod GT6 or Triumph sedan engine, excluding the use of the 2500 crankshaft (e.g. from TR5, TR250, TR6 or 2500 sedan).
 - iii. TR2, TR3, TR3A, TR3B, TR4, TR4A – a 4-cylinder, 8 valve pushrod TR engine originally from the TR series.
 - iv. TR5, TR250, TR6 – a 6-cylinder, 12 valve pushrod TR or Triumph sedan engine.
 - v. TR7 – a 4-cylinder, 8 valve, single overhead camshaft Triumph engine.
 - vi. Stag – an 8-cylinder, 16 valve, single overhead camshaft per bank Triumph engine.
- Capacity** MUST NOT exceed 5% increase over the factory specifications. Compression ratio, cylinder head gas flow, valve gear manufacture and flywheel are unrestricted. The engine unit must be mounted in the original position, with respect to the chassis or front sub-frame, as per the Triumph factory specifications for the individual vehicle. While it is not the intention to overcomplicate regulations, the spirit of the unmodified class is to encourage competition between cars that are standard or mildly modified and suitable for regular road use. Cars which are believed to contravene the spirit of these rules will be invited to transfer to the modified class.
- (b) **Induction system:** Must be of original configuration, size and type of carburettors/injectors for individual vehicles, with original specification induction manifolds fitted as required by the cylinder head configuration used. Replacement of jets, needles, choke tubes, etc. is permissible as per stock available.
- (c) **Exhaust system:** Exhaust system is not restricted but must exit the rear of vehicle without structural alterations and must comply with 75 dba noise level restrictions.
- (d) **Transmission:** Gearbox and diff are to be as per standard specifications which utilize the original crown-wheel/pinion and diff housing as available from the factory at the time of manufacture.
- (e) **Suspension and Braking systems:** Must retain original attachment points and geometries. Original ride height can be varied by no more than 25mm. Original suspension spring layouts (i.e. coil and/or leaf springs) of individual vehicle must be preserved. Suspension connecting linkages and joints must be of original component type for individual vehicle. Sway bar modifications and camber compensating devices are permitted. Shock absorbers may be of any manufacture or type. Suspension bushings are unrestricted. Brakes must be of original diameter and configuration, i.e. drum/drum or disc/drum.
- (f) **Road Wheels and Tyres:** Wheel rims must be of original diameter but may exceed original width specifications for individual vehicle by not more than 1.5 inches (38mm.). Tyres must be road tyres or “R Spec” tyres of not less than 60% aspect ratio.

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- (g) **Chassis and Body:** Chassis must not be modified in any way from original specifications for individual vehicle. General body profile and full body and interior trim, excepting seats, must be maintained as for individual vehicle in original specifications. Passenger seating may be removed in competition events when passengers are not being carried. Roll-Over-Protection (ROP) are permitted and recommended. Windscreens must not be removed except for TR2, TR3, TR3A & TR3B models where the vehicle has a removable windscreen as an original Triumph factory fitment. If so removed, the use of an "aero" type screen is recommended.
- (h) **General:** Triumph Sportscars presented for competition which otherwise conform with these rules should also be roadworthy and registrable with operating brake lights, indicators, and seat belts of approved design. General and supplementary regulations for each separate competition event will also be observed.

3.5 Modified Class – Modification Limits

A Triumph Sportscar which exceeds the specifications under Section 3.4 above will be accepted in the Modified Class provided it does not exceed any specifications given in this section.

- (a) **Engine and Cylinder Head:** Any engine design for each model's particular block configuration used by Triumph in any production Triumph sportscar in accordance with 3.4(a) are permissible. Any modifications to these engine designs are likewise permissible. "Engine Designs" includes only contemporary engines manufactured by Triumph, Saab, British Leyland, Rover or Buick which are directly related by design history and/or common castings to engines used by Triumph in production Triumph Sportscars. Engine mounting position is unrestricted.
- (b) **Intake and Exhaust systems:** Unrestricted.
- (c) **Suspension and Braking systems:** Chassis attachment points must match original specifications for the vehicle. Suspension connecting linkages and joints must be of original component type for individual vehicle. Braking systems, bushings, sway bars and shock absorbers are unrestricted.
- (d) **Road Wheels and Tyres:** Wheel rims may exceed original width specifications for the vehicle by no more than 1.5 inches (38mm.). Diameter specifications are unrestricted. Tyres must be road tyres or "R Spec" tyres of not less than 50% aspect ratio and must not be racing tyres of any description.
- (e) **Chassis and Body:** Must originate from a Triumph Sportscar in accordance with 3.3 above and must retain its general body profile. Bolt-on windscreen frames and front and rear bumpers may be removed. Front exterior panels (and their supporting panels as required) may be replaced with fibreglass or aluminium substitutes of similar external shape. Roll-Over-Protection (ROP) permitted. Brake lights, indicators, and seat belts (4 or 6 point, recommended) of approved design are required.
- (f) **Transmission:** Gearbox must be of Triumph origin. Differential is unrestricted.
- (g) **General:** General and Supplementary Regulations of each competition event must also be observed.

3.6 Race Class – Modification Limits:

Triumph Sportscars complying with the specifications of the Modified Class as detailed in Section 3.5 except for the following:

- (a) **Suspension:** Replacement systems such as rose-jointed race suspensions are acceptable. Modifications in geometry and chassis attachment points are acceptable.
- (b) **Wheels and Tyres:**
 - Wheel rim width: (i) Up to 2 litres – Maximum width is 8.5 inches.
 - (ii) Over 2 litres – maximum width is 10 inches. Race tyres are permitted.

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- (c) **Chassis and Body:** Must originate from a Triumph Sportscar. Windscreens may be removed. Exterior panels (and their supporting panels as required) may be replaced with fibreglass or aluminium substitutes of similar external shape. Must be fitted with Roll-Over-Protection (ROP) a roll bar/roll cage with approved safety harness when running slicks. Brake lights/Rain Lights are required.
- (d) **Transmission:** Gearbox is free. Differential is unrestricted.
- (e) **General:** General and Supplementary regulations of each separate competition event will also be observed. Members are encouraged to familiarise themselves with the relevant regulations in the current CAMS/MSA Manual of Motor Sport.

3.7 Associate Class:

- AC1 Any Triumph Sportscar exceeding the specifications of the Unmodified, Modified and Race Classes will be acceptable in Associate Class, as will any non-Triumph vehicle in which club members wish to compete. General and supplementary regulations of each separate competition event must be observed.

4.0 TROPHIES AND CLASSES

- 4.1 **Outright Drivers Champion:** At the Annual Presentation Night, an outright Drivers Championship trophy (**Eddie Duckett Memorial Trophy**) and an outright runner-up trophy shall be awarded and, as may be determined by the Committee, additional trophies may also be awarded as determined by competition results as provided in Section 3.3 d (i) to (viii).
- 4.2 **Other Trophies:** Trophies for any other event shall be subject to the supplementary regulations for the event and/or with the approval of the Committee and shall be presented at the General Meeting following the determination of the trophy winner, or at the Annual Presentation Night.
- 4.3 **Ladies Class Champion:** At the Annual Presentation Night, a Drivers Championship trophy for female drivers (**Coral Coleman Memorial Trophy**) and an outright runner-up trophy shall be awarded as may be determined by the Committee.
- 4.4 **Class "C" Winner's Trophy:** At the Annual Presentation Night, a trophy for the winner of Class C (**Jack Atkinson Memorial Trophy**) shall be awarded.

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4.5 Memorial Trophies

(a) CORAL LYNNE COLEMAN - Vale: 15-2-1987

Coral Coleman was a well-respected member of T.S.O.A. (Vic) Inc. She was a fully committed person who had a wide range of interests. One of these was her love of the Triumph Spitfire which brought Coral and her husband Lindsay to join the T.S.O.A. She loved to compete in the Spitfire in T.S.O.A. Club events.

Coral was elected to the T.S.O.A. Committee in 1982 as Social Secretary. Coral was next elected as President of T.S.O.A. (Vic.) in 1983. (The first female President of T.S.O.A. (Vic.)).

Coral continued on the Committee in 1984 filling the role of Vice President. In 1985 when a Social Secretary could not be coerced onto the Committee, Coral stepped in and helped out. For a large proportion of the time that Coral was involved with T.S.O.A., she was suffering from cancer. Coral finally succumbed to the cancer on 15-2-1987

In memory: **Coral Coleman Memorial Trophy**

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(b) EDDIE DUCKETT - Vale: 26-10-1995

Eddie Duckett was a founding member of T.S.O.A. (Vic.) or joined very soon after its inception. He was a regular competitor at all T.S.O.A. events. Eddie's first Triumph was a long door TR2, followed by a TR3A which was sold to make way for the BRG TR4 which Eddie still owned at the time of his death. He took his motor sport to a higher level than most club members of his time. He was a regular competitor at Open Race Meetings in both the TR3A and the TR4.

Eddie turned his attention to scrutineering when the events T.S.O.A. ran required this expertise. Eddie was also an active member of the T.S.O.A. (Vic.) Six Hour Race Teams. Following his retirement from being an active competitor he maintained his interest in racing by joining the CAMS Scrutineering Panel and for over 20 years was an active member of that group.

Eddie Duckett was 67 years old when he died. He was a true Motor Sport enthusiast, and a wonderful, knowledgeable and helpful Club Member, Competitor and Official for 35 years.

In memory: **Eddie Duckett Memorial Trophy - Drivers Championship Trophy**

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(c) JACK ATKINSON - Vale: 25-8-2002

Jack was a learned gentleman who had the ability to befriend all sorts, irrespective of their age or standing in life. He was an integral part of T.S.O.A. (Vic.) during his 30 years of membership.

Jack had a vast knowledge of Triumphs and was always willing to offer advice and was also generous in providing the necessary spare parts to other members if required. He owned many Triumphs during his time, Spitfires, TR7 coupe & convertible, Stag, the GT6 (in Jack's words "God's answer to the Sportscar Owners Dream"). His daily driver for many years was a Triumph 2500 Sedan.

Grass roots motor sports was Jack's passion. He and his sons were infamous around the racetracks during the 80's as being the members of "Team Acko". The team consisted of the two Atkinson Spitfires, Flash & Jaws. As time passed Jack continued motor racing in his other Triumphs, with regular appearances in his TR7 coupe. Jack's beach house at Phillip Island or his Melbourne home were both well attended after racing at Phillip Island and Calder "to have a drink, a bite and to tell lies".

Jack loved to participate in T.S.O.A. activities. His real love was motor sport, but he was also a regular attendant at General Meetings, EMR's, National Meetings, One Peak Rallies. Presentation nights and extended Easter sojourns around Tasmania & Victoria. During the 1989/90 year, when T.S.O.A. was going through a low point in its existence, Jack filled the President's role to ensure continuity of the Association.

Jack was awarded the inaugural President's Trophy in 1995 for being prepared to do that bit extra so that T.S.O.A. (Vic.) prospered and moved forward. He shared the role of Stag Marque Representative at the time of his death.

In memory: **Jack Atkinson Memorial Trophy - Class "C" Trophy**

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5.0 LICENCES

- 5.1 Association Membership is required for each competitor at all events and must be produced on demand.
- 5.2 Motorsport Australia Basic Licences are required for all events run under MSA permit. Enquiries should be made of Motorsport Australia regarding minimum licensing requirements (<https://motorsport.org.au>).

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6.0 CHAMPIONSHIP POINT SYSTEM

6.1 Each calendar year a Championship shall be contested in the following categories:

“Triumph Drivers Championship”: Outright, Class A, Class A1, Class B, Class B1, Class C, Class C1, Class D, Class D1 & Race Class.

“Associate Driver”.

“Lady Driver”.

“Champion Clubman”.

These Championships will be decided on a points basis awarded at events as below.

If no one driver has competed in a minimum of twenty five percent of the Class Championship events for the year, then the championship shall not be awarded for that Class in that year.

6.2 Drivers Championship

Points allocated for the Driver’s Championship will be calculated from the driver’s total score over the MSCA competition Year.

Points for each round areG calculated from the driver’s fastest time recorded in MSCA competition (Natsoft) for a particular car in its class at a particular circuit.

The fastest time recorded on the day is measured against the class record lap time for that car/class and circuit as a percentage.

5 points added to the percentage number if the lap record is not broken.

15 points added for breaking the lap record is added to the percentage number.

The same process applies for Race Class calculations and for Sportivo events if we have them available. Drivers in Race Class and Sportivo Class must provide results to the Competition Secretary to be eligible.

LAP RECORDS: *A table of club Lap records to be provided for reference*

Note: Associate Class drivers are not eligible to receive outright Drivers Championship points.

6.3 Ladies’ Championship

a) Calculated in the same way as the Drivers’ Championship

6.4 Clubman’s Championship

Criteria for the allocation of clubman’s points:

a) The Clubman’s Championship is an annual T.S.O.A. award of the highest significance as it recognises a sustained individual effort in club service and involvement. Clubman’s Championship points are allocated in a Fiscal Year.

b) It is important that relatively simple criteria be established for points allocation. This will ensure that it is easily understood by the membership and that accurate points tallies are able to be allocated and recorded.

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c) An important role of the Membership Secretary is to accurately assign Clubman's Championship points to all participating members at all T.S.O.A. events and to maintain an up to date record of Clubman's Championship points at all times. On occasions when the Membership Secretary is unable to attend a function for which points are to be allocated, the Membership Secretary must delegate the task of recording attendance and involvement of members to a responsible T.S.O.A. member. The written record of attendance and involvement is passed to the Membership Secretary as soon as possible after the event so that the allocation of points can be done, and the permanent record kept.

d) Clubman's Championship points are to be allocated as per the points appendix.

It is the responsibility of every member who attends an event or performs a service for T.S.O.A., to ensure that the Membership Secretary is informed of the attendance or service performed so that points can be allocated as appropriate.

Points are not awarded in the following cases:

- a) Introduction of new members by members of the committee.
- b) Introduction of a Social or Dependant Member.
- c) Introduction of a wife / partner member.
- d) Articles submitted by a committee or sub-committee member in his official capacity.
- e) Committee or sub-committee members attending a committee or sub-committee meeting.

NOTE: The editor of TRaction is responsible for providing details of articles and photographs submitted and published in TRaction.

7.0 ALL TRIUMPH CHALLENGE

Established in 2018, the All Triumph Challenge runs as an event within the MSCA sprint series, as an exclusive Triumph run group. The objective is to encourage as many Triumph vehicles to compete in the one event as possible. Drivers compete in a set of 4, fifteen minute sessions of up to 20 cars. Each driver will compete against themselves and each other for consistency and speed.

7.1 SCORING

This is calculated based on 3 times - Fastest lap, Slowest lap and Qualifying lap for each driver.

The "score" is calculated by dividing the fastest time by the {sum of the slowest and qualifying time}, divided by 2, expressed as a percentage.

The larger the time difference between fast and slow the worse the percentage effectively.

$$\text{"Score as \%"} = \frac{\text{fastest time}}{\text{Sum of slowest and qualifying}/2} \times \frac{100}{1}$$

7.2 AWARDS

Trophies will be awarded to the outright winner, second and third places and the outright fastest lap of the day (Natsoft).