

TRead

October 2020



Official Journal of Triumph Sports Owners Assoc
(Ecurie Triumph) NSW Branch Inc.

www.tsoansw.org.au



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President's Report

October 2020

Neville Bowden



Hi Folks

Unfortunately, we are unable to conduct our Annual General Meeting this month. Our AGM will be held as soon as restrictions allow, and it is practical to proceed. Fair Trading NSW have introduced special provisions to allow for AGM's and lodgement of documents to be deferred for up to 12 months. As there have been no further nominations lodged for our 2021 committee, a vote will not be required, and the current nominations will be ratified in due course.

It is pleasing to see that we are now able to conduct a few Covid safe social activities and thanks go particularly to Geoff Batty and Keith Higgins for their ongoing enthusiasm and commitment to provide some outings for us.

It is great to hear that our founding member, Ray Cook is back home and recuperating after undergoing open heart surgery for 5 blocked arteries. Ray *celebrated*??? his 82nd birthday while in recovery. On behalf of all NSW members I wish Ray all the absolute best for a full and speedy recovery and our thoughts are also with Jan as she copes through this difficult time.

Last year, the committee made the decision to hand the running of our round of the CSCA Supersprint over to Terry Denovan. We took this approach based on the fact that many of the rounds were running at a loss for the host clubs and it had only been the outstanding efforts of Brett Gilles that had seen us end up in the black. We didn't know we were going to be hit with Covid19 at that stage so the decision at the time was very fortuitous. As a club we would not have had the resources required to meet Covid obligations. From all accounts the day was highly successful this year for all competitors and for Terry himself. Thanks to all TSOA competitors and volunteers who ensured the day retained that TSOA feel. The bottom line this year was - no profit, no loss - and the event went ahead.

After the forced cancellation of 3 different holidays Lyn and I finally got away for a few days break. I hadn't driven the North Coast for many years, and it was great to see dual carriageway in operation for the entire trip to the Byron Bay turn-off. As boring as it is, this must surely save many lives, having cut out all of those dangerous sections of road where the foolhardy would make poor overtaking decisions or drive at speeds beyond their

ability. I also wonder if revenue from speeding fines is down now that you are not continually faced with changing speed restrictions through all the towns that have now been by-passed.

See you out and about soon
..... Nev

The following nominations have been received for positions on the NSW Committee for 2021:



- | | |
|----------------------------|------------------------------|
| President | Lorraine Mooring |
| Vice President | John Stokes |
| Secretary | John Whittaker |
| Treasurer | Laurie Bromley |
| Motorsport Director | Glen Coutinho |
| Social Secretary | Geoff Batty |
| Editor | Jeff Breen |
| Point score | James Rose |
| Membership Officer | Norbert Nieuwenhuizen |

The October General Meeting and the Annual General Meeting have been CANCELLED. Members will be advised of dates and times for future meetings as the opportunities arise.

From the Editor

Jeff Breen

Celebrating the 60th Anniversary of TSOA NSW this year is a significant achievement in the life of the club. Included in the last 2 editions of **TRead** we have featured articles tracing the formation of the club and included the personal reminiscences of 3 past presidents, each of whom played outstanding roles in the life of the club. And who can forget Geoff Byrne's interview in depth of club stalwart Roger Gates (September **TRead**)?

Those articles have prompted even more reminiscences from past members, far and wide. Following on the next page are extracts from emails received by your editor from past members keen also to add their own reminiscences.

From David Kelly:

*Thank you for sending the latest edition of **TRead** to Gordon who kindly distributed it to other members of TSOA Vic. I enjoyed reading it apart from the news of Ray Cook's heart surgery of which I had not heard. I was a member of the NSW branch in 1962 after I moved to Sydney from Melbourne, having joined TSOA in 1960 and having known Ray since that time. For the preparation of our 60th Anniversary book being edited by Ross McKinnon and his team, I contributed photos and copies of Tractor magazine taken in those early days.*

I thought you may be interested in this photo taken whilst I was in Sydney at a club motorkhana at Castlereagh Airstrip. My TR3A was purchased new from Standard Cars in Elizabeth St Melbourne in June 1960, registered HEO 618 and was sold to a sports car dealer in Paramatta Rd around July 1962. It was interesting that the car had covered 35000 miles but when I returned to the yard one week later with my logbooks (silly me) the speedometer read 15000! I did see the car again in the next couple of years, but it had been poorly treated.



It was thirty years before I bought the next TR3A which had suffered the 'ravages of time', but that is another story.

*Best wishes to you and TSOA NSW.
David Kelly*

And from Gordon Bunyan:

Thanks for copying me on your email David. Loved the photo! It reminded me of the driver training I did, as a member of the Advanced Driver Training Club (formed by graduates of the Peter Wherrett ADT School {I not being one of them!}, at Castlereagh, Amaroo, Warwick Farm, Oran Park & Catalina Park - none of which now exist as active sites - in the 80s before I saw the light & moved to Melb. .. ??? (added by Ed)!

*Great to be reminded.
Chrz Gordon*

Cover Page: A mighty gathering at Windyridge Gardens (page 16)

Club Notice Board

From the Library this month

The TSOA NSW members library remains tucked away, but most definitely OPEN FOR BUSINESS.

Although the COVID-19 restrictions are being varied a little unfortunately they are still very much with us so we can only continue with the temporary borrowing practice of recent months.



If you want to borrow a particular book or magazine just drop me a line and we will work something out. However I can suggest that if it is a particular detail that you want to check (an article/photo/specification/measurement) just give me a call, I may be able to forward a photocopy of that page to you via email.

Once again, I hope everyone is safe and well.

Cheers **Ken Peters**
Librarian

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New Members and Concessional Registration Schemes

With the COVID-19 regulations continuing to restrict meetings we will continue to manage HVS and CVS concessional registration renewal forms by submitting them via normal post to the Registration Officer. (Norbert's contact details are to be found at the end of the magazine).

We request that when you do forward your paperwork to Norbert for the club stamp and signature please do not include the original Registration papers or the original Safety Inspection Report.



We have 3 new members to welcome into the club this month: -

- **Stuart Gregg** with his **Stag**
- **Scott Shearman** with another mighty **TR6**
- **Owen Sinden** with this **Herald**



Norbert Nieuwenhuizen
Concessional Registration and Membership Officer

Coming Up Trumps

11 October, Sunday: BBQ Beer & Bocce, Summerland Point

When: Sunday 11th October

Where: Summerland Point Reserve, Cams Blvd,
Summerland, Lake Macquarie

Time: 10.00am

Meet: Old Toll Gates, Opp RFS Station, 1049 Old
Pacific Hwy, Cowan.

Time: 8.30 for 9.00am Departure

Bring: Bocce/Boules set, BBQ or Picnic Food, Beer, Wine, Chairs, Tables,
Rugs.

RSVP: 7th October

Contact: Geoff Batty **Mob:** 0428 242 597

email: geoffrbatty@gmail.com



18 October, Sunday: CSCA Round 5 Supersprint JDCA North "Druitt" Circuit, SMP



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Email: david@davidclarkautomotive.com.au

David is happy to discuss all your Triumph needs for the models we cover.



Motorsport



Welcome to the motor sport report for September 20 & finally there is something to report, the TSOA super sprint was run on the 12th of September & despite some crucial changes & the impact of COVID the day was a success.

Firstly, it should be noted that while this was a TSOA super sprint, it was in name only as this meeting was run by MRA's Terry Denovan under the guise of TSOA. The effect of this was that Terry handled everything from entries to the actual running of the event & bore the financial cost of the day. This completely de risked TSOA NSW which meant that while there was no profit to be made there was also no money to be lost by the club either. This is rather important as CSCA clubs this year (& in previous years) have struggled with entry numbers & most clubs have lost money running CSCA super sprints over the last couple of years.

While MRA ran the event, the intention was to give the day a TSOA flavour, as such Lorraine Mooring & Sue Tahir manned the admin desk while Ken Peters & James Rose did the scrutineering. A big thank you to all of them for making the long journey to Wakefield to help out on the day. The other plus in all of this was the fact that TSOA did not need to put in a huge effort to run the event as all the roles were adequately filled with staff from MRA, all we had to do was show up & enjoy the day.

With 116 entries the day was fully booked but it should be noted that over 20 of these entries were cars that Terry managed to pull from the Sunday event & were drivers wanting to get some practise for the MRA event the next day. If these entries were removed from Saturday, TSOA would have had around 80-85 entries which may have just broken even or made a small profit from the day. However, with COVID restrictions still in place I doubt TSOA would have even run this meeting given the COVID responsibilities involved. MRA & Wakefield having run a few race meetings under COVID restrictions, had all the policies & procedures in place to satisfy NSW health & as such ran a great event on the day.

The actual event was a great success with Goulburn putting on a beautiful spring day for all to enjoy. Having not attended a CSCA event for a long

time I was surprised to see the cars that now show up for these events. In the past the bulk of entries were marque cars from the past era, these days the cars entered are more likely to be Golfs, Nissans, Mazda's, Renault's and the like. The old British cars are in the minority however it appears that apart from Lotus, TSOA fronted up with the largest number of marque cars. The day almost ran smoothly with the first session requiring a recovery, the biggest setback was in the second session when a Healey dropped oil around half the circuit, this requiring over 40 minutes of down time to clean up the resulting mess. Despite this fact all groups got 5 runs during the course of the day with Terry opening up pit lane for an open circuit in the last 40 minutes of the day giving the die hards a free hand to run as long as they cared to.

There were 14 TSOA entries, 9 of those were driving a Triumph. Among the Triumph entries was Mark Mc Connell who was making his first appearance in his GT6 which he recently acquired. The car had undergone some work & recorded a very respectable time of 1.177, not bad for the first outing. Fastest Triumph of the day was Jon Newell's TR7/V8 with a 1.098.

I must mention John Whittaker son Hamish Campbell, who was sharing John's Spitty on the day. I believe this was Hamish's first time out & he managed to score a faster time than dad by a good 1 second. John might have to lay down the law with Hamish & explain to him the first rule of motor sport, don't beat the person whose car you are borrowing & most of all don't beat dad in his own car. Sorry John, but it was a great effort from Hamish, the advantage of youth, I guess. Results of all TSOA members from the day below.

David Zilm	Nissan Skyline R33	01:07.2
Jon Newell	Triumph TR7V8	01:09.9
Geoff Byrne	Triumph TR6	01:12.1
Brett Gilles	Nissan HR31 Skyline	01:13.8
Phillip Scarfe	VW Golf R	01:14.5
Maurice Hendy	Ford Escort	01:17.3
Mark McConnell	Triumph GT6	01:17.7
Hamish Campbell	Triumph Spitfire	01:19.3
John Whittaker	Triumph Spitfire	01:20.3
Ian Mash	Mazda MX5 MA6	01:20.6
Jeff Breen	Triumph TR6	01:25.9
Lindsay Day	Triumph 2.5PI MkII	01:27.2
Allan Cameron	Triumph GT6 HURRICANE	01:27.3

Glen Coutinho



Hi Everyone,

We are delighted to confirm that the **Jaguar Drivers Club Round 5 CSCA Supersprint** is going ahead at Sydney Motorsport Park (North "Druitt" Circuit) on **Sunday October 18**.

Registration for the event has opened and is via the Motorsport Australia website where detailed instructions to assist with the COVID-19 restrictions etc are available. Any TSOA member wishing to attend what could possibly be the last supersprint for 2020, and who may not have received the invitation email from the Jaguar club should make contact with Glen Coutinho or myself as soon as possible.
100 starters, North Circuit, Eastern Creek!

Ken Peters

A Texan rancher was visiting an Australian farmer

A Texan rancher was visiting an Australian farmer. The proud farmer showed him around. "Here is where I grow tomatoes, cucumbers, and pumpkin. Over there I built a play set for my kids, next to the doghouse," the farmer said.

The land was tiny, and the Texan was surprised by its small size. "Is this all your land?" he asked.

"Yes," the farmer said proudly. "This is all mine!"

"You mean this is it? This is all of it?" the Texan said incredulously.

"Yes, yes, this is really all mine!"

"Well, son," said the Texan. "Back home I'd get in my car before the sun'd come up and I'd drive and drive and drive, and when the sun set, why, I'd only be halfway across my land!"

"Oh, yes," replied the farmer wistfully. "I used to have a car like that."

PAST & PRESENT

Remember the days and wondered where they have gone, the once familiar names such as Lynx, Waggot, Bert Jones, Kleinig? Well we know where Kleinig is.

His son Daniel Kleinig has a dyno equipped workshop at No6 Precision Place Mulgrave, NSW. A visit there is always interesting as he specialises in classic cars. You will find all kinds of classics waiting for tune ups and modifications especially in the weeks preceding a historic car racing event.

Here is an advertisement that Merran found in an old 1956 Practical Motoring magazine.

Keith Higgins

IF YOU CAN'T do-it-yourself try KLEINIG..

Top Right: MORRIS MINOR: Dual throat down-draught manifold will take any popular dual throat carburetor up to the 1 1/2 inch 2200 cc. engine. Original air cleaner and Hilders are used and the unit can be fitted comfortably in 30 minutes. Gives staggering 2000 h.p. acceleration. Better m.p.g. Complete kit (incl. carburetor, manifold and linkage), £26/15/-, Manifold and linkage only, £10/17/6.



Right: VANGUARD: Dual throat down-draught manifold will fit early or current models and Morgan cars with Vanguard engine. Original air cleaner and Hilders are retained. Unit gives starting performance with real petrol economy. Complete kit, £26/10/-, Manifold and linkage only, £11/17/6.



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Coffee 'n' Cake

Keith and Merran Higgins



October

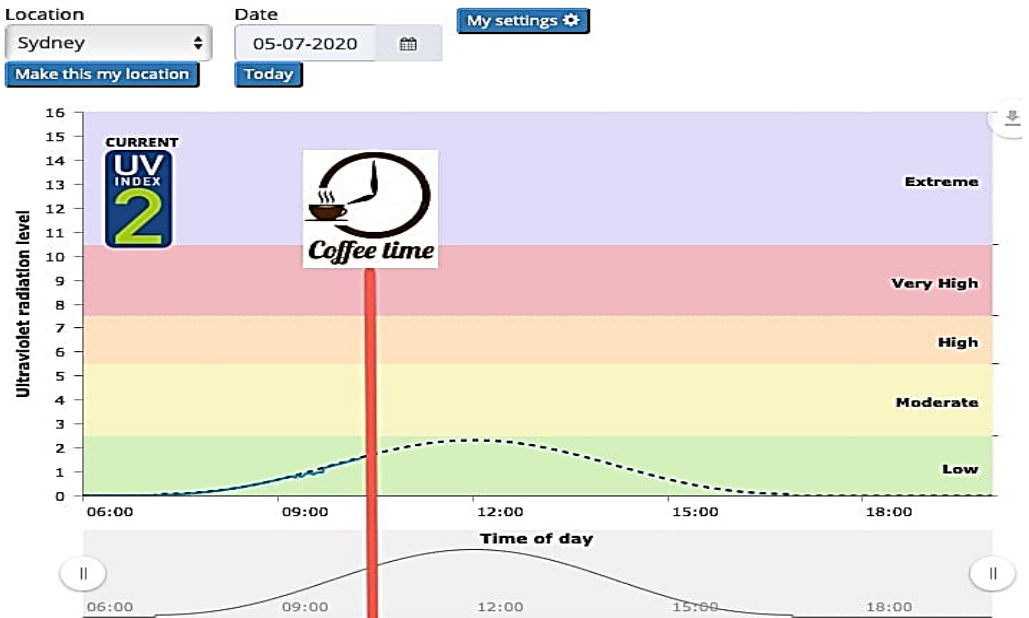
10:30am Wednesday 28 October
Café at Waterview
Bi Centennial Avenue,
Sydney Olympic Park

A good fallback location central to everyone, so if you happen to be going past drop in for a coffee.

Once again to help manage the numbers to comply with the COVID restrictions it is very important that you confirm that you are likely to be there with Keith either by email to keith@aodaustralia.com or by text only please on 0409 656 577.



Realtime UV Index
Location: Sydney Current UV Index: 1.6 at 10:17





**By The Bay
Café & Grill-
Wednesday 23rd Sept.**

Absolutely great to get back another crowd for Coffee and Cake. The weather was very kind to us and this location is what we would call a perfect spot for enjoying a catch up

morning with club members. Good coffee, very good service and fantastic views of Kogarah Bay. For anyone who hasn't been there yet it is worth dropping in for lunch, coffee etc. next time you are driving past. It is a great addition to our list of venues and next year outdoor tables would be fantastic in Spring or Autumn. Photos well there were cameras from everywhere.

(We like to keep things quite in THE SHIRE, so don't tell too many people. Ed)

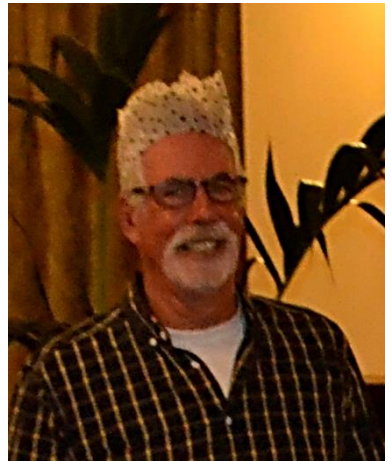


Social Report

Geoff Batty

Ladies Day Windyridge Gardens Mt Wilson

Like most TSOA members planning to attend a social event the weather report is keenly studied in advance to determine whether the trusty Triumph TR or Stag can be safely stripped down to open top mode. (Yes, you smug sedan owners we know you go out in all weather). As all of us who had registered to attend the upcoming event to Mt Wilson were wondering if we had made the right decision as the weather had turned violently windy and cold on Friday and Saturday. But everything was as it should be as we woke up on Sunday morning, the sky was clear, bright and blue, the sun was shining and the wind had dropped to a zephyr, an ideal day for top down motoring.



The beautiful little Kurrajong Village was our meeting point for coffee or a late brekky, with numerous cafes to choose from we shared our patronage around. Standing in the sun on the footpath we could see our fellow TSOA members arrive plus a variety of other classic cars.

The drive to Windyridge was a short 45 min trip up the Bells Line of Road through Bilpin. The signs of last summer's bushfires were evident with burnt trees up to the road on the southern side, including many blackened trees cut down since. I noticed that the "Tutti Frutti" roadside shop was being rebuilt, but not open yet, I had also seen a program on TV recently where a Bilpin orchard that lost all its bird netting in the fires, had received a grant from the Govt to replace the netting but couldn't get any contractors to erect it before the ripening fruit would be susceptible to bird attack. I also observed that Hillbilly Cider had recently relocated and made a note to stop on the way home to purchase some of their excellent brew.

After a fairly slow drive further up the mountain, more blackened bush appears on both sides of the road before we get to the Mt Wilson turnoff. A fairly bumpy road takes you through a range of vegetation (mostly burnt) until we reach Mt Wilson which appears green and lush and untouched by fire. The drive along Queens Ave is

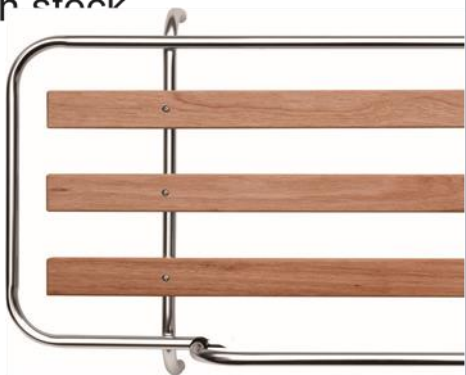




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quite different as blossom trees line the roadside and tourists were busy taking pictures of pink and white encrusted trees and the colourful carpeted ground.

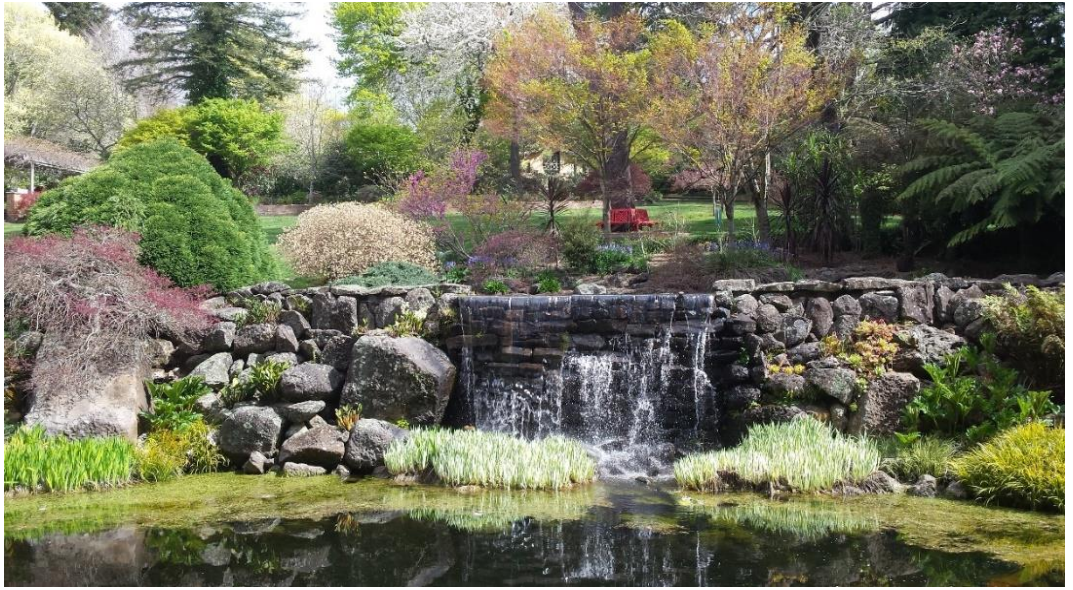
Windyridge Gardens is a beautiful landscaped & terraced European style garden with a range of picnic areas including a BBQ. There are a number of water features and sculptures to draw the eye and many colourful flowers to marvel at and capture on camera. Roger, the owner gave us a review of the weather on the previous 2 days which included damaging winds and snow, we thankfully were blessed with perfect weather and spread ourselves across the lawn to enjoy our picnic lunches in warm sunshine. Roger also sells plants and a number of our group were inspired to purchase some plants to take home.

It was great to see new members Richard & Mary Hawkins in their red TR6 and longer term members Alan & Sue Parnell in their green Stag which has not been out enough, but hopefully has re-emerged for more regular use.

It was also very pleasing to see so many members enjoying each other's company after being restricted for so long during this ongoing pandemic. The outdoor picnic style event will be the model for future social outings as the current rules restrict large groups in indoor settings and based on the success of this event I look forward to organising more outdoor activities in the future.

Cheers Geoff





**Ladies Day 2020
Windyridge Gardens
Mount Wilson**

**TSOA Host Club
CSCA Supersprint Rd 4
Wakefield Park
September 2020**



**Ian Mash MX5, Lindsay Day 2.5PIMkII
+ Allan Cameron GT6 Hurricane**



**Jeff Breen TR6, Geoff Byrne TR6, Jon Newell
TR7V8 + Maurie Hendy Ford Escort**



**David Zilm + Brett Gilles
Nissan Skylines**



Mark McConnell GT6



**There were some
very friendly officials
on the day**



**It was hard to get John Whittaker's
Spitfire away from son Hamish**



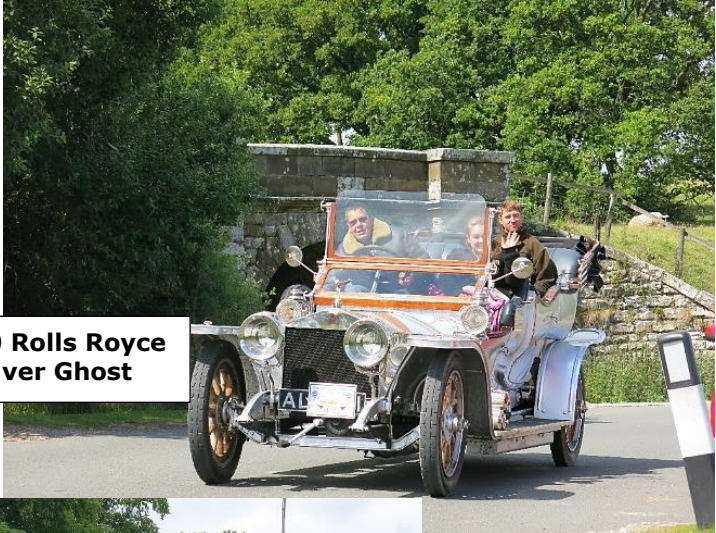
Jeff B, Lindsay Day and Ian Mash not racing at corner 10



It was a very successful fun day for everybody thanks to Terry Denavan and MRA.



**"Sir Nigel Gresley"
Goathland Station
Yorkshire Moors**



**1910 Rolls Royce
Silver Ghost**



**Pump attendant at
"Scripps Garage"**

Traveller Tales

In this section members are encouraged to contribute to the magazine with brief articles + photos of their travels around Australia, and around the world. In this edition Graham and Helen Harold tell of some of their travel experiences in the UK in 2015. All members are encouraged to contribute.


Goathland, North Yorkshire Moors UK

This quaint Railway Station (page left) could look familiar to many readers as it has appeared in many films and TV series. In the TV series "Heartbeat" it was Aidensfield Station, in the Harry Potter films it was the Hogwarts Express stop at Hogsmeade and even earlier it was Mannerton in the TV series "All Creatures Great and Small".

The sign on the rear cover of this month's magazine is at the bridge on the entrance to Goathland Station on the North Yorkshire Moors Railway. It would take some time to read it and decide if you would comply with all the regulations. Today we would have to Google our vehicle specifications to see if we should proceed over the bridge.

We were lucky enough to be at Goathland on "Yorkshire Day" (1st August) in 2015 and saw the steam train, "Sir Nigel Gresley", thunder through the station. We also had time to see not only "The Aidensfield Arms" hotel but "Scripps Garage" and some lucky local taking his 1910 Rolls Royce Silver Ghost out for a run.

Graham and Helen Harrold

Soooo...This Guy is Driving down the Road in the middle of nowhere late at Night and his car breaks down, he gets out, opens the Bonnet and fiddles around. All of a sudden he hears a voice. "Its your Spark Plugs". he looks around and there is nobody there so he starts fiddling around again. " its your Spark Plugs " says the voice. He looks around and see`s two Horses watching him. "Did you say something " he ask`s, " yes" replies one of the Horses " take your Spark Plugs out and give them a clean". So he takes the Plugs out, cleans them up, puts them back in and the car starts with no problem. He thanks the Horses and Drives away. A few Miles down the Road he stops at a Pub and orders a Whisky and tells the Landlord what just happened. " Was it a Black Horse or a White one " Asks the Landlord, " It was a Black one" replies the Driver, " why.. what difference does it make" "Well you was lucky then" replies the Landlord." The White horse knows nothing about Cars" 



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- Easy bolt on with no modifications.
- 10.75" kit fits with all wheels. 11.0" kit fits with wire or alloy wheels but not with stock steel wheels.
- Wilwood caliper kits are also available to fit the original rotor.

Serious Topic - Men's Health

In our July TRead we had a brave article from Graeme Oxley talking openly about his journey with Prostate Cancer, the following article is an encouraging update from him. Graeme's motivation in so openly discussing his experiences is to encourage all men to be taking their health seriously, and to help inform men of the detail of his journey in dealing with Prostate Cancer, and importantly to confirm that when caught early it is not a death sentence.

Thank you Graeme *Ed.*

UPDATE: CORONA VITUS, STAG WITHDRAWAL & PROSTRATE CANCER

Just to refresh your memories I was diagnosed with Prostate Cancer in Jan 2020 and I elected to go down the radiation path. On the 18th March I drove my new MG6 to Burleigh Heads for an ex Air Force Apprentice Reunion for all the guys that joined in January 1965 which I had organised. On the night of the 22nd Mar the QLD Govt announced that the NSW/QLD borders were to shut. After the Sunday night and last night of the Reunion I packed the MG6 and headed home, 24 hours and 10 mins later I drove into my driveway!

I had the gold leaf implanted around the Prostate on the 31st March. The Gold Leave is to direct the radiation rays into the Prostate. On the 15th March the first radiation treatment started. Over the following weeks there were 20 radiation treatments which finished on the 13th May. Each treatment lasted 2 ½ minutes. Walk in walkout was around 30 minutes.

Overall there was no real after effects. For a while I did lose my taste for food, but that didn't last. I still can't stand McDonalds. For any of our Members that are ex-Military (I did 48 years working for the RAAF as an Aircraft Electrical Fitter) all types of cancer are covered by Veteran Affairs and you will not be out of pocket for expenses. Five weeks after the radiation finished, I had a follow up appointment and my PSA (PSA – Prostate Specific Antigen) reading had dropped from 6.1 to 2.7; for my age (72) the max reading is 6.5. I have had no real aftereffects apart from the taste of food changing. However, that has returned, but the taste for McDonalds has not returned as has most fastfood chains.

Today, 8th Sep 2020 I had an appointment with my Urologist to discuss my progress. My PSA had dropped again and is now 1.7 which is very good. I have another appointment on the 22 December and he said the reading should now drop to around 1.0 My readings will never get to zero as I still have my Prostate.

I urge all you guys to get tested. You wives/partners should make you go and get tested. A simple blood test will see how you are going. Prevention is better than cure. I know a lot of ex RAAF guys who never got checked earlier enough and they are all on the other side of this earth.

It is amazing how your mind thinks when you get the cancer. Will I have to sell my Classic Cars (1974 Stag, 1975 2.5PI and a 1968 MK1 2000). The way my recovery is going I should be able to keep my cars well into the future.

If anyone would like to discuss what I have been through feel free to give me a call.

Cheers

Graeme Oxley

0413 135 779

gaoxley19@gmail.com



A little bit about Graeme and his partner Anne, in his own words:

We now we in COVID-19 Central in the area of Wyndham an outer suburb of Werribee. I am now looking forward to getting back in the Stag and going for a drive that is more than 5 kms from our home. It is very frustrating at the moment.

I am in the process of painting the Stag roof as it has gone quite grey. There is a mob here that make a special paint for soft tops. I have done Step 1 (clean and scrub), today was Step 2 (wash over with Metho) and tomorrow I will put a light coat of Satin Black on, the next day I will give a final coat of Satin Black.

A couple of years back I spent 6 hours putting shoe polish on and it last 2 weeks. I have heard some good stories on the method that I am using.

Did you find the owner of the Stag with the 4 pipes?

Graeme

('Yes' I did Ed)

Hunter Happenings

Long time member of the TSOA Hunter Group Graham Paterson recently invited members to have a look at his Triumph TR4A which is undergoing repainting and assembly at Graham's son's panel beating business.



Graham certainly has a considerable collection. As well as the 4A, he has a TR5 and a Daimler SP250. The SP250 shares chassis and steering parts from the TR3 so there's definitely a Triumph family thread there. Of interest to the writer is the Daimler SP250's V8 engine's chief designer Edward Turner, the designer also of the Triumph motorcycle vertical twin engine that spanned over four decades (a performance revolution in motorcycling). Turner employed the design of the motorcycle cylinder head in the Daimler engine.

During the Covid environment, it is difficult to design gatherings that are manageable. It is about having sufficient space and the ability to talk to one another. Graham's setting for this event was really good.

It was announced without a great lead up to it, it was of uncertain attendance and there wasn't a need to commit attendance. It is the writer's view that such events seem to be a great success in the Newcastle scene. In the same way David Hynes in January had us all attend 'the Washtub' for tea at Stockton, a great night.

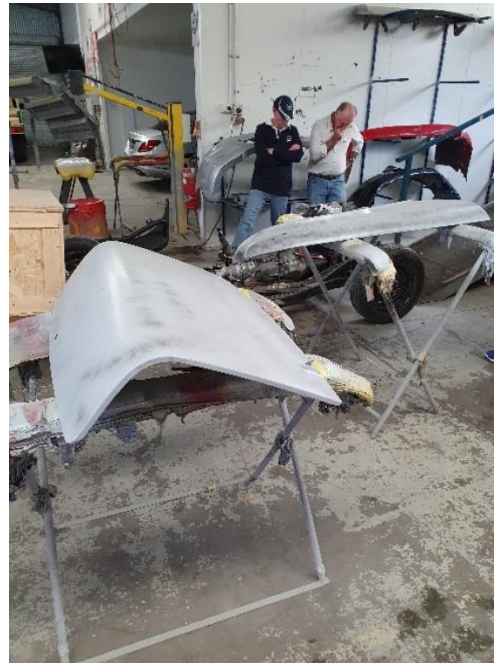
While the Newcastle chapter are "rudderless" since David Walshe has stood down, we thank David for his commitment to this demanding role over several years. We will have a Chairman shortly and innovation with ad hoc events lies ahead!

This gathering was very enjoyable and well attended and praise must be passed to Graham. Members completed a register of their details and sanitised up, so to speak.

It was great to see members' cars there including two TR3As, a Stag, TR8, TR6 and two MX5s.

While Graham stressed that the TR4A won't be a show car, there is something exciting about seeing a car's freshly painted panels awaiting assembly.

Those attending were Bruce Milner, David Hynes, Alan Watson, Rob Guyder plus his Son Matthew and Grandson, Ethan, Chris Lancaster, Michael O'Brien, John and Cheryn Derrick, Michael Debono and Janet Macmillan.



TSOA Hunter Area Meeting

01 September 2020

Present: John Derrick (prospective member), Chris Lancaster, Rick Schmalzer, Bryan Mclean, Graham Paterson, David Hynes, Michael Debono, Bruce Milner, Wayne Wheaton, Rob Guyder

Apologies: Alan Watson, David Walshe, Michael O'Brien, Terry Burns, Rowan Burns, Steve McGill, Michael Markey, Daniel Herringe, Chris Johnson, Doug Brodie, Damien Whittaker

Events on the horizon:

Tuesday 6 October 2020 TSOA Hunter General Meeting Club Macquarie, if attending text David Hynes a day beforehand on 0418 761 487

General Business:

David Hynes advised everyone attending to bring a story and they did!

Chris Lancaster told us his TR3A turns 60 this month. Its oil leak, only between updated filter fitting and oil filter casting, has been fixed. Chris has owned the TR3A for 35 years and was asked how he met it. A Singleton resident had bought the TR3A through the TR Register (member unknown) and it was used in the Singleton area. Unfortunately, the vehicle was involved in an accident and suffered damage to the nose cone and the right guard. The owner's insurer paid out the policy rather than repairing the vehicle and it stayed with the owner. Chris acquired the TR3A for \$5,000. Chris then got the vehicle running and enjoyed driving it with his young kids. Eventually Chris was able to buy a nose cone for it and the right guard was repaired. In 1994 Chris took the TR3A apart and only relatively recently had it restored to the vehicle we now see.

Bryan Mclean passed around a failed disc pad from his MX5. The pad had suffered some disintegration and Bendix were interested in having it for their research library. As previously written, they gave Bryan a new set for his other car to compensate. Interestingly, both pads had suffered the same symptom seeming that there was a systemic issue.

Rob Guyder reports enjoying some drives around the Hunter Valley, in particular along Glendonbrook Road, ending at Gresford. Rob was also interested in members' thoughts regarding a suitable cleaner for a cloth roof on a recent MX5. The Brains Trust thought of products one called 303 and the other Maguires.

Wayne Wheaton passed around his phone with a few photos of his Triumph Spitfire in glorious white fresh paint, albeit only partly assembled. Wayne advises the panel beater has extensively fish oiled the undersides of applicable panels.

We welcomed John Derrick to the table, and he told us he has recently moved to the Newcastle area from the Bunya Mountains in Queensland where he formerly farmed beef. John still has the farm and had trouble once during the Covid environment when new restrictions appeared during his journey there! John has owned a Triumph GT6 since 2004 and is interested in becoming a member. He endured one of our meetings and was even given a latest edition of **TRead** to encourage him. Welcome John and we look forward to seeing you in future.

Michael Debono has received a very rusty MGB from Merimbula. Merimbula is 700 km away and it was a month before he could have the vehicle transported. He is replacing the Weber DCOE 45 with the original twin SUs and the world's ugliest air filters from this donor vehicle. The mini parts have all now been sold on eBay to excited new owners. It is not an exaggeration that without the 'intervention' of Michael these eight engines, five gearboxes, steering wheel, instruments, windows, grilles, horn buttons and badges would have gone to landfill.

Rick Schmalzer had his new Hyundai I30 professionally polished and tinted by Ceramic Pro at Cardiff. Rick reports some great work. He also saw a Black Chevrolet Corvette the team had spent four days on repairing scratches, with great results as well.

Graham Paterson reports that his TR4A is progressing. He has received parts from both Rimmers and Moss without significant postage delays. Graham has invited everyone to his son's panel repair shop in Kotara on Sunday 13 September 2020 at 10am, to have a look at the TR4A in progress. The address is 3/7 McDougall Street, Kotara. It's the same street as All4x4 and Red Funnel Fisheries.

Bruce Milner is looking forward to his Stag being seen to by Dave Clarke at Rydalmere. Bruce fears there is some ailment with the quill shaft. He reports that taking his wife to Pie in the Sky at Cowan is not the same in a Mitsubishi Triton.

David Hynes attended the Heart of the Hunter Car Rally starting from Freeman's Waterhole on Saturday 22 July 2020. David Walshe also attended accompanying Barry Prasil in the Lexus powered Stag supercar. This was a loosely based Covid era rally where participants were to be flagged off individually. This did not happen. David tells us that bad weather had led to he and Judy returning home and then simply attending the finish at Paterson where a barbecue ensued. That whole weekend was appalling weather, so well done. The writer believes Michael O'Brien was to attend in his TR8. We shall learn from Michael when we see him next.

STOP PRESS

The writer was presented with a very detailed and beautifully crafted model of a TR3A in gratitude for him doing these here minutes. From inquiries it dates from 1995, is perfect, complete with its certificate, box and packing. A truly lovely piece with excellent spoke wheels. Thanks to David Hynes and whomever else was complicit in this unnecessary but lovely gesture.

Michael Debono

A blonde walks into a bank in central New York City and asks for the loan officer. She says she's going to Europe on business for two weeks and needs to borrow \$5,000.

The bank officer says the bank will need some kind of security for the loan, so the blonde hands over the keys to a new Rolls Royce. The car is parked on the street in front of the bank; she has the title and everything checks out.



The bank agrees to accept the car as collateral for the loan. The bank's president and its officers all enjoy a good laugh at the blonde for using a \$250,000 Rolls as collateral against a \$5,000 loan. An employee of the bank then proceeds to drive the Rolls into the bank's underground garage and parks it there.

Two weeks later, the blonde returns, repays the \$5,000 and the interest which comes to \$15.41. The loan officer says, "Miss, we are very happy to have had your business, and this transaction has worked out very nicely, but we are a little puzzled. While you were away, we checked you out and found that you are a multimillionaire. What puzzles us is, why would you bother to borrow \$5,000?"

The blonde replies, "Where else in Sydney can I park my Rolls for two weeks for only \$15.41 and expect it to be there when I return?"

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TECHNICAL / NEW PRODUCTS

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I have often wondered how cars end up in the wrecking yard or broken down for spares. On the main part the answer is neglect. Repairs keep mounting up until eventually something big goes wrong and the total bill is so big it is then broken down for parts.

The picture on the right is the warning cluster lights taken out of a Stag and it tells this vivid story, and an expensive one at that. Have a close look and the first thing that you might notice is the oxidisation on printed circuit, it is the same for the connection pins at the back. Next if you look very closely at the light bulbs you will see that one of them is black (the filament is blown) Guess which one it is? Yes, the oil pressure light! Keep driving the light does not come on then BANG! And that is one expensive engine gone. It would be a cheap and easy insurance to be sure that these bulbs are working ... but just how to be confident?



First on my car I have fitted a oil pressure gauge. This is a capillary type gauge so there is virtually no chance of failure. When you first start the engine, you should see the oil pressure come up. The next thing is to remove the cluster and check all bulbs and while you are at it replace them with new ones. One problem though is that filament bulbs can be unreliable, so I have decided to replace mine with LED bulbs. These are brighter and have the advantage that now the blinker indicators are much easier to see . I will have LED bulbs available soon as they are not offered as a standard spare part.



Keith Higgins

keith@aodaustralia.com or text to 0409 656 577

Gas Strut support for Stag boot lid - \$55 plus fitting,

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HSS steel nitride drill bits

Look very closely at this picture and see if you can pick what is different?

Yes they are left hand cutting HSS steel nitride drill bits. Used for removing broken bolts. Just drill a hole down the centre and if it doesn't unscrew try another larger drill into the hole. The vibration and the cutting force unscrew the bolt .

For more information:
Keith Higgins
info@aodustralia.com



Technical articles in this magazine are intended as general (sometimes humorous) information only and cannot be specific to your car. TSOA recommend that readers always seek advice from a suitably qualified mechanic. Ed.

Club Details

Life Members – Ray Cook, Neil Fraser, Roger Gates, Ken Hannaford, Graeme Laurie, Grant Turnbull, Graham White, Geoff Byrne

*Note: The following positions are all honorary and are carried out by private individuals in their spare time. **Please contact them at sensible times only** and accept that they may prefer to call you back at a time more convenient to them. All phone numbers and email addresses listed are private addresses. Where no email address is listed feel free to use tsoansw@hotmail.com and your correspondence will be forwarded to the addressee by the secretary.*

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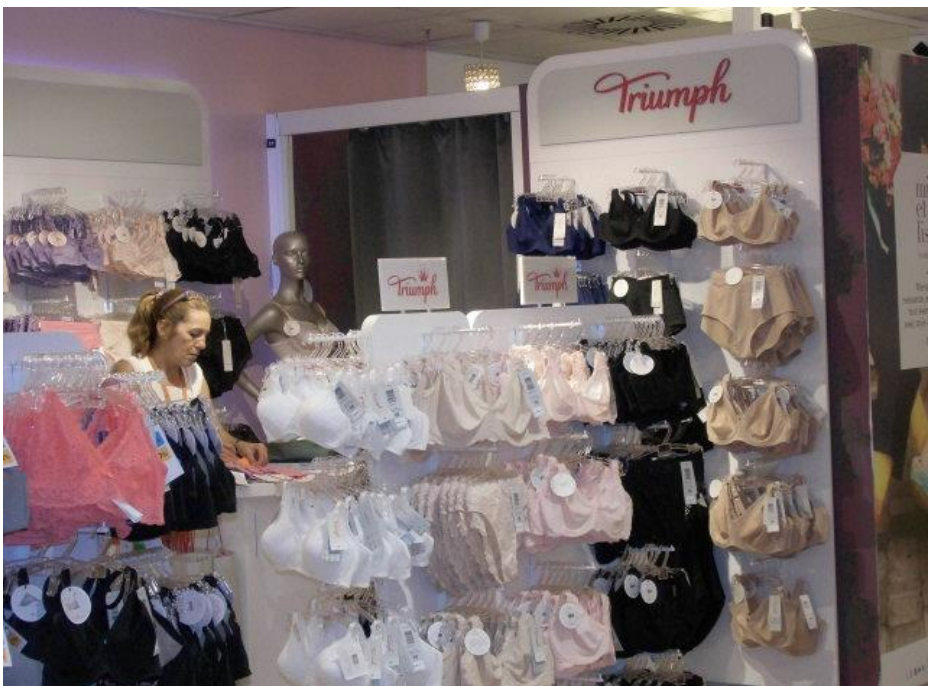
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- 1. TSOA General Meetings are held at 7:30 pm on the 2nd Tuesday of the month at the Carlingford Bowling Club.**
- 2. Coffee 'n' Cake is held from 10:30am on the last Wednesday of each month at varying locations.**
- 3. The calendar dates for General Meetings and Coffee 'n' Cake are suspended temporarily during the COVID-19 Restrictions period.**



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