



TRead

November 2020



Official Journal of Triumph Sports Owners Assoc
(Ecurie Triumph) NSW Branch Inc.
www.tsoansw.org.au



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<https://www.bizcollection.com.au/product/au/p227ls/> (Ladies shirt \$32)

President's Report November 2020

Neville Bowden



Hi Folks

Welcome back to some sort of normality. Yes, we are able to hold a general meeting on Tuesday 10th November, albeit with a limit of 50 attendees. As this is around our normal attendance level, we should be able to accommodate all who wish to come along. We will however require you to register your intention to attend by COB on Monday 9th November. This will ensure that we do not break any of the COVID restrictions on the night or have to turn members away. You can register by contacting myself or TSOA Secretary, Laurie Bromley. As our club has an ABN number, we fall into the corporate events category which allows up to 300 people but is still restricted by the 4 sq metre rule. The Bistro will be open for dinner, so come along for a meal and catch up before the meeting.

After many years as the main contact and convenor for the Hunter group of TSOA, David Walshe has stepped down for a break. We thank David for his service and enthusiasm in the roles and wish him well. David is handing the reins over to Alan Watson, who I am sure will continue to support the Hunter chapter at a high level.

Although I have not been able to attend recent social outings, I am told that they have been very enjoyable and well supported by members. The ongoing easing of restrictions will hopefully make things a little easier for our organisers.

I have recently been out in my 2500 TC more regularly, due mainly to the fact that I haven't used anywhere near the 60 days on my logbook and the registration runs out in November. I actually find that the TC attracts every bit as much attention as my TR, particularly with the older generation. I guess they relate to the car more, and if they didn't own one, then they knew someone who did. While on the TC, I had 2 keys cut for the old girl at a cost of \$9. Try doing that with a new car!!!

It is now our intention to conduct our Annual General Meeting immediately following the December General Meeting which will be held on the 8th December. I look forward to catching up with you now that we are seeing an easing of restrictions.

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

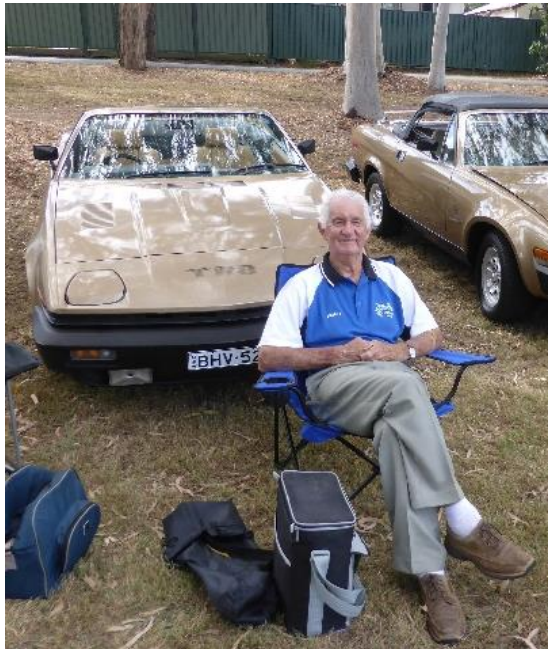
VALE

Dear Triumph Family,

It is with great sadness that we announce the passing of club member Kerry Siegel. Kerry was a keen and highly respected club member who was always willing to lend a hand and make himself available for involvement in our Annual Concours events, he had a long-time passion for cars. From his first car, a 1949 Singer Nine 2 door Roadster, to his Emerald Green MG TD, to his Red Triumph TR7, and to his favourite, the Midas Gold Triumph TR8 (that is affectionately called Goldie), he was a proud and knowledgeable car owner.

Kerry showed time and time again that he could diagnose the majority of car problems, modifying and fabricating the parts as he went. He was *'old school'*, working on old cars was his favourite pastime, especially so on Goldie. He thought newer cars were a bit of a mystery and that it was best just to keep the bonnet shut!

Kerry was a genuine, quiet, and modest man who will be sadly missed by all his Triumph friends.



Unfortunately, due to the current restrictions, we were unable to attend the service for Kerry and pay our respects as we would have liked. On behalf of his wife Lyn, and his daughters and their families I would like to extend their heartfelt thanks to the club and its members for the flowers and the kind words of sympathy. It was much appreciated by them at this incredibly sad time.

Nev Bowden
President

From the Editor

Jeff Breen

I am not about to pronounce that we might at last be finally getting over this bloody COVID-19 thing, however I am prepared to shout out that I am mighty pleased with Neville's announcement of a return to our monthly General Meeting in November, and the intent to have another General Meeting, and the annual AGM, in December. Just maybe we are reaching a stage where we might return to multiple club activities while observing a practical level of COVID restrictions the 'new normal', let's hope so'.

This month's magazine provides ample demonstration of members' eagerness to get out and to be normal. On the front cover we have 2 starting line ups of mighty Triumphs. The first is the gathering of Bocce enthusiasts eager for the run north up to Lake Macquarie and Bocce in the open air. While the second photo is of the line-up of diehards readying themselves to represent TSOA at the final CSCA Supersprint for 2020, run at Sydney Motorsport Park in October. The centre pages have the beaming faces of members at Lake Macquarie simply enjoying the freedom of the great outdoors amongst good friends and with just enough distancing to satisfy the COVID regulations, this might just be our 'new normal'.

Ed.



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GOOD NEWS!

The November General Meeting is going ahead and will be held at 7:30pm Tuesday 10 November at The Carlingford Bowling Club, 334 Pennant Hills Road, Carlingford.

The meeting will be limited to 50 people on the evening and so pre-registration will be necessary. If you are intending to be there for this much longed for event, please confirm your intent in advance to either **Neve Bowden 0419 004 283** or **Laurie Bromley 0411 372 619**.

Notice of Annual General Meeting

The 60th Annual General Meeting of the Triumph Sports Owners Association (NSW) is to be held: -

- **On Tuesday 08 December 2020**
- **At Carlingford Bowling Sports and Recreation Club, Pennant Hills Rd. Carlingford.**
- **Following the close of the monthly General Meeting which will commence at 7:30 pm.**

AGM Agenda:

1. **Apologies**
2. **Acceptance, Minutes of the 59th AGM**
3. **President's Annual Report**
4. **Election of Committee members for 2021**
5. **General Business**



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• Available for Nissan R200 differential (shown) or with adapter to fit original differential.

ATTENTION!

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

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

Club Notice Board

New Members and Concessional Registration Schemes



With the monthly general meetings recommencing in November we will return to the past arrangement for managing concessional registration renewal forms, members should bring their completed paperwork to the monthly meetings for signature and endorsement with the club stamp.

Nevertheless we cannot at this time be sure that the COVID-19 regulations will completely and permanently disappear, and with the end of year break coming up, the club will continue to also manage HVS and CVS concessional registration renewal forms by ordinary mail. Members may submit their completed forms 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 2 new members to welcome to the club this month: -

- **Darren Simpkins** with the yellow **Stag**, and

- James Dimopoulos, who has a **TR4**, a **TR6** and a **Spartan**, James is a recent past member returning to the fold

Norbert Nieuwenhuizen
Concessional Registration and Membership Officer

From the Library this month

With the recommencement of our monthly meetings the TSOA Library will be returning to the usual attendance and display of material at each meeting. Nevertheless, we must remain flexible here also, at least until things firm and settle down, therefore the most recent practice of keeping the Library open via email or ordinary post, will remain available to members.



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 particular page to you via email.

Once again, I hope everyone is safe and well.

Cheers **Ken Peters**
Librarian

0417 676 199 or ken7@bigpond.com.



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Coming Up Trumps



Tuesday 10 November

Monthly General Meeting
Carlingford Bowling Club,
334 Pennant Hills Road, Carlingford

Sunday 15 November

Australian **Motorlife Museum** and picnic
lunch at **Cataract Dam**. Meet at 8:30am at the Midas Muffler/ Caltex
Service Station
1344 Princes Hwy, Heathcote Full details in following pages.
Geoff Batty: 0428 242 597 Email: geoffrbatty@gmail.com

Wednesday 25 November

Coffee'n'Cake @ The Kurrajong Village Kitchen.

Full details in following pages.
Keith Higgins: email keith@aodaustralia.com or text 0409 656 577.

Saturday 05 December

TSOA Christmas Party will be going ahead at the **Epping Club**,
Rawson Avenue Epping. Full details in following pages.
Geoff Batty: 0428 242 597 Email: geoffrbatty@gmail.com

Tuesday 08 December

Monthly General Meeting, and
60th Annual General Meeting
Carlingford Bowling Club, 334 Pennant Hills Road Carlingford

Friday 27 December

City Lights picnic at Charles Point Reserve, Woolwich, details TBA

Sunday 24 January 2021

Barefoot Bowls at Scarborough-Wombarra Bowling Club, details TBA

Motorsport



18 October, Sunday: CSCA Round 5 Supersprint North "Druitt" Circuit, SMP Host: Jaguar Drivers Club Australia



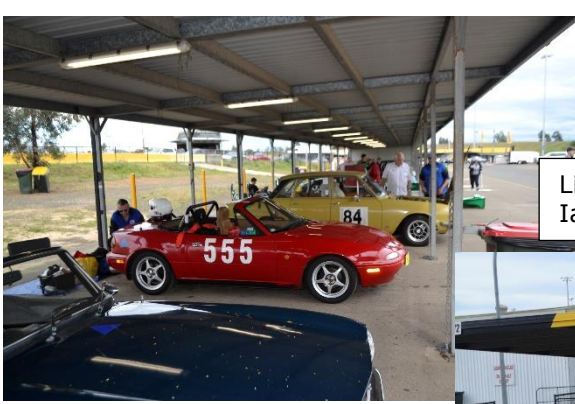
The weather forecast for the weekend had not been good, it had rained on the Saturday, there had been slips and slides on the mountain at the Bathurst 1000 and the professional drivers up there had unpacked their 'wets' in readiness for the foul weather forecast for the Sunday.

Did any of this intimidate the drivers lining up for Round 5 of the CSCA Supersprint competition? Not one little bit, and precisely on schedule at 8:45 am Group 1 was called to the starting grid.

With some 77 competitors registered for the day, TSOA was well represented across the various speed categories with 5 marque cars and 9 competitive drivers - David Zilm(Skyline), Jon Newell(TR7V8), Thomas Derwent(TR7), Phillip Scarfe(VW), Maurie Hendy(Escort), Lindsay Day(2.5PI), Ian Mash(MX5), John Whittaker(Spitfire) and Jeff Breen(TR6).

The Jaguar Club Supersprint was a very successful day overall, with only few minor delays across the day. The day was surprisingly warm (almost muggy), and although was everyone looking over their shoulder peering out west at the ever-darkening grey clouds, the track was dry and quite 'grippy'. Fortunately, the heavens did not open up until the end of the day. The only rain that I saw was on the M7 on my way home. The swifter TSOA drivers mixed it well in their various speed groups while the 3 marque Triumphs in Group 6 had a sportman like tussle all day long (there being no racing permitted at Supersprints). Each TSOA driver enjoyed good times on the day, your Editor shaved 0.4sec off his previous best, and had been eager for more laps until some killjoy drew attention to the right front tyre of the mighty TR6, and as they say in the classics ... that was that! (see photo).

Ed.



Lindsay Day 2.5PI
Ian Mash MX5



Thomas Derwent TR7, John Whittaker Spitfire, Jeff Breen TR6



Maurie Hendy's Escort



Time to go home

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



Coffee 'n' Cake

Keith and Merran Higgins



October

Unfortunately nil report.

November

10:30am Wednesday 25 November

Kurrajong Village

Kitchen

88 Old Bells Line of

Road

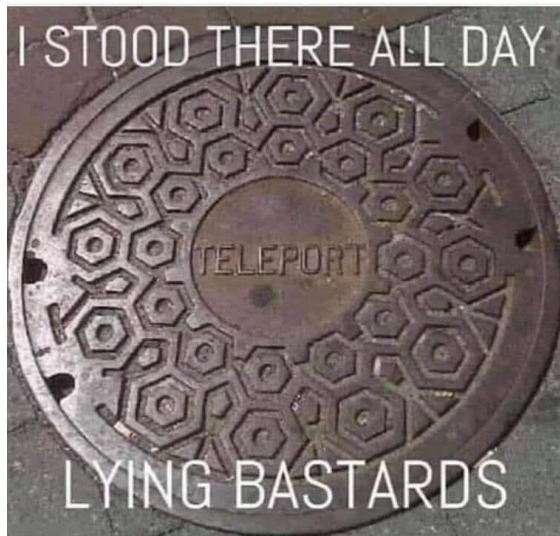
Kurrajong

For those interested in lunch afterwards we will also be heading down to the Colo River via an interesting drive for lunch.



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**.

Please advise attendance.



TSOA Social Run

The Australian Motorlife Museum & Picnic Lunch to follow at Cataract Dam

Date: 15th November 2020

Meet: Midas Muffler/ Caltex Servo, 1344 Princes Hwy, Heathcote 2233

Time: 8.30 am Depart: 9.00
am to Arrive
10:00am

Motorlife Museum –
Integral Energy Recreation Park,
94 Darkes Rd, Kembla Grange,
2576

Cost: \$15.00 /Adult (Group
price) \$6.00 / Child.



Depart Motorlife Museum at 12.00 Noon to Arrive: 1.00 pm

Drive to Cataract Dam Picnic Reserve. Cataract Rd, Cataract NSW 2571

BYO Picnic / BBQ food, chairs, tables, rugs, games. Free Electric BBQ's

RSVP: 9th Nov 2020

Geoff Batty: 0428 242 597 Email: geoffrbatty@gmail.com

Social Report

Geoff Batty

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

When I sent out the invitation to this event at Summerland Point on Lake Macquarie, and before I received any responses from members, I didn't actually know much about the game of Bocce/Boules.



The original plan was to hold a Barefoot Bowls Day somewhere north of Sydney, a day similar to the very popular event that we hold each January at the Scarborough – Wombarra Bowling Club on the south coast near Wollongong. Because of Covid 19 restrictions, it was decided that the event should be held in a scenic picnic location rather than a bowling club. As members responded to the invitation, I asked the question I was hoping would elicit a favourable response "do you have a Bocce/Boules set?" A number of people answered in the affirmative, saying they were sure they had been given a set for Christmas many years ago and it's probably somewhere in the shed/garage/under the stairs. I then asked them if they knew how to play, I got mostly negative responses to this question!

At this point I knew I needed to do some research, Google to the rescue. I now know that Bocce is Italian and Boules is French, both words meaning "Ball" (Petanque is also a version) and that it is similar to lawn bowls (I knew that bit) the jack is called a " Pallino" in Italian or "le but" (target) or "cochonnet" (piglet) in French. After this the basic idea is to get your ball closest to the jack by rolling or lobbing. The actual rules are more detailed and varied, but you get the gist.

So we all met at the old Toll Gates at Cowan for our run North along the old Pacific Hwy, over the low Bridge with splendid views across the Hawkesbury then onto the Freeway and up to the Doyalson turnoff, and then to our destination of Summerland Reserve Picnic area. This attractive little spot was discovered by chance when my mate and I purchased a Compass 28 yacht that was moored nearby in Gwandalan, the next suburb around. In our trips sailing around the area, whilst getting to know our new yacht I noticed from the water a number of scenic parks & reserves and made a note to investigate them further from the land. Summerland Reserve ticked most boxes for a TSOA picnic venue, good BBQ's, good toilets, on the Lake, plenty of space and parking. And just in case you forgot something there was a supermarket, café & bottle shop across the road.

After arriving and unpacking tables, chairs and Bocce sets (mostly pristine) we broke up into groups to test our skills. One of the unique features of a Bocce set that required some sorting was that the wooden Pallino was the same colour as the dead gum leaves on the ground and couldn't be seen even by the youngest of eyes. The very clever TSOA members came up with possible fixes, the best being to rest the Pallino on a small square of white paper ... let the games begin!

Various newly minted experts adopted a throwing style which either incorporated a very high toss, an overhand grip similar to a Shane Warne leg spin, or some combination of all of the above. Results are still subject to scrutineering.

Having mastered a new skill and working up an appetite we all retired to the BBQ or to break out the cucumber sandwiches and Dom Perignon. Due to the Covid restrictions on numbers we unfortunately had to advise some late entries that we had reached our limit of 20. Good news is that the limit has now been increased to 30 so hopefully we can accommodate everyone at future events, however it is always best to book early.

Thanks to everyone who came along and especially those that brought along Bocce sets, some brought two. See you all again on the 15th November.
(see centre pages for photos)

Cheers Geoff

Our first run as bone fide members of TSOA SA

At last with the easing of Covid restrictions here in South Australia, there was a chance to dust off the cobwebs, get the Triumphs out and to give them the run they deserve. The Placing Stag didn't really need this as it had had an extended run across NSW (via Wentworth and Broken Hill) before heading down to Adelaide, and of course our two weeks of self-isolation.

The meeting point was at a golf club on the northern side of Adelaide. There was a colourful display of Triumphs, Stags, wedges, other TRs and one sedan plus assorted non-Triumphs. It was great to renew friendships with many of the club members whom we have met through Nationals meetings, plus meet a lot of new people. Everyone has made us feel very welcome. Our drive took us up the new Northern Expressway heading towards the Barossa Valley. Our destination was the Chocolate Factory where we reassembled before enjoying morning tea and making purchases of the local product. Unfortunately, free tastings are another casualty of the Covid restrictions.

After saying our goodbyes, Lawrie and I had lunch at Pindari Winery before heading back to Adelaide. Lawrie was able to sit back and enjoy the last couple of hours of the Bathurst race.

Kaye and Laurie Placing



At the start - Stags of Gino ? and Lawrie Placing. Both have 7/77 compliance plates.



South Australia's finest at the Chocolate Factory



TSOA NSW Christmas Party*

Saturday 5th December 2020

Where: Epping Club, 45 Rawson Ave, Epping 2121



Time: 6.00 pm

**Cost \$75 per head, 3 Course Meal. Drinks extra.
Full Christmas decorations and trimmings.**

RSVP: 20th November 2020

Book early to avoid disappointment.

Geoff Batty: email: geoffrbatty@gmail.com

Mob: 0428 242 597

***Subject to COVID 19 restrictions.**

Coincidences

I bought my TR6 from a Triumph enthusiast in Falconbridge in early 2015. It was supposed to have been *something for me to fiddle with in retirement*. Neither Jude nor I had any inkling of the Pandora's Box that we were just about to open.

From day 1 there were immediately 3 major projects for me to kick off with. Project 1 was to get the bloody thing running smoothly and reliably, Project 2 was along the lines of "we've got it, now what do we do?", and Project 3 was to find out who/what/when had happened to this car over its previous 40 years of life? My car was obviously, a much travelled vehicle.

Projects 1 and 2 were gathered under a single umbrella when we, very fortuitously, walked into the Carlingford Bowling Club and hesitantly into TSOANSW. We immediately found boundless hospitality a spirit of generosity a depth of advice and knowledge that continues to this day.

Project 3 was started with a loose leaf paper folder handed over to me by the previous owner. Over time I was able to stitch together a slightly clearer (but not yet complete) history of my car. I had been able to speak with a couple of former owners and had found in a few invoices for parts etc and an invoice for work undertaken by a Power Tune Motors of Adelaide(?).

Leaving aside a mountain of experiences (for another article perhaps) we now jump ahead to October 2016, and the car park of a distant golf course.

Working away diligently at Projects 1 and 2 had led Jude and I to the 37th National Meeting, hosted that year by TSOA of South Australia held at The Clare Country Club, Clare Valley. We may not have been in TSOA for very long but we had learned already two very important things – the secret behind any Nationals Meetings is the 'road trip' to and from and about the boundless generosity and friendship the Triumph family.

We had a pretty reliable TR6 by this time (thank you Graeme Rutledge) but I was still tackling 'issues' on the car as they arose, simply moving from one weak point to the next. Well here we were, on what was 'going home day', stuck in the Clare Club carpark with a somewhat unreliable (collapsed?) fuel pump. The pump had been identified as the problem by my 30+ new best mates, each of whom had made a different recommendation.

The larger problem for Jude and I was that we were leaving SA bound for Melbourne and from there to the northwest wilderness of Tasmania. And I was not going out there in a Triumph TR6 with an unreliable fuel pump!!

So, it was "*bye bye everyone, we'll be right(?)*" ... and re-enter Project 3.

NRMA Classic Insurance and Roadside Assistance owed me a tow all the way home, or to a repairer of my choice wherever(?), however as a product

from Project 3 ... *"I know a guy!!"* The NRMA was more than happy(\$\$) when Steve Moule of Power Tune Motors in Adelaide said ... *"sure bring it in"*.

There are a couple of additional quirky tales here but suffice it to say that when we finally did manage to roll the TR6 over the pits in Steve garage in Norwood we had no idea of the coincidences that were unfolding. When a partially retired auto electrician walked into the workshop to start fiddling with the fuel pump the very first thing that he said was *"... you know I have not seen that car for 20 years, and it was in exactly that spot"*. It turned out that at least 3 men still associated with Power Tune had worked on my car, parked over that very same service pit, in 1996/1997. Back then the car had been converted from LHD to RHD and restored by Bob Anderson. Bob had owned Power Tune and Steve had been his apprentice. Jude and I quickly detected a distinct sensitivity in the workshop about this car and in particular any reference to its previous SA owner. Steve and the others were being hesitant and obviously protective of a client's confidentiality(??). It took a phone call from me to Mr Smith (not his real name) for him to verify to Steve that Jude and I were 'OK'. It had certainly helped that months earlier I had spoken with Mr Smith about his ownership of the car (Project 3). From that point on Steve could not have done more for us, he did a fantastic job on the TR6 working through the weekend. Jude and I got to spend a long weekend in Adelaide at the NRMA's expense and we did get to the Tasmanian wilderness, and back home again, without any further trouble from the Triumph. (Although the same might not be said for some of the other marque cars that we travelled with on that rally).

Leap ahead now to November 2019, the TSOA friendship and generosity are once again much in evidence on the road trip returning from WA and the 2019 National Meeting in Margaret River. We are in Penong SA (just off the Nullarbor) Lorraine Mooring's Dolomite has finally expired and Greg Morsillo and myself are juggling flat tyres, the Dolly, his TR7 and my TR6 but with only 2 car trailers. We are thousands of kms from home, what could we do?? ... *"I know a guy!! Steve will help for sure"*

Picture this – Narelle & Greg Morsillo branching off to NSW and home, towing Greg's now broken down TR7. Judy (who has never towed a trailer before) and Lorraine sitting up in the Land Rover towing the broken down Dolly, and me driving in a very hot, dusty and noisy (no carpet) TR6 across a desert-like landscape. We are heading across SA, then south to Adelaide and deep into the heart of inner-city Adelaide traffic. We made it safely to Norwood and again Steve and crew could not have been more helpful to Lorraine, and Jude and I made it to the ferry on time.

(For the more detail about Lorraine's adventures and "2 Chicks in a Dolly" take another look at your December 2019 and February 2020 magazines.)

Thank you TSOA we could not 'buy' these types of experiences ... *Ed.*



From Clare Country Club to Norwood, Adelaide and a 40 year reunion

WARNING: never take a turbo Maserati into a remote World Heritage listed National Park in Tasmania.



Lorraine meeting Steve Moule and getting the diagnosis

Steve's new business is Classic & Sports Car Boutique ... this is his impressive waiting room





Bob Adby and Geoff Batty taking full advantage of the facilities



Kerri & Bob Adby with Lorraine Mooring

**BBQ Beer and Bocce,
Summerland Point
Lake Macquarie**





Bocce demands intense concentration



Jennie Campbell & John Whittaker



Tony & Lyndon Moss
Kev & Bev
McClarence



Helen & Graham
Harrold (and
Bonnie)

New Products

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

Stops boot lid from unexpectedly closing, especially if there is a luggage rack on the boot lid.

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BH: Monday - Friday 8.00am - 4.30pm.



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@aodaustralia.com



The Council of Motor Clubs issue a monthly electronic newsletter titled **The Preserve**, that newsletter is distributed widely however it may not reach all members. The October edition contained 2 articles that I feel will be of particular reading interest for TSOA members. For the general knowledge of members I have copied those articles directly from the CMC newsletter into this November **TRead** magazine. Thank you Council of Motor Clubs and The Preserve. **Ed**

Article 1 – Roadside Assistance – Breakdown of Negotiations with the NRMA

Availability of Roadside Assistance at a reasonable price to motoring enthusiasts has been an issue of concern to the Council of Motor Clubs (CMC) for many years. Of particular concern has been the lack of feasible and affordable Roadside Assistance packages available to the owner/ driver who operates more than one vehicle. It is a fact that most classic, vintage and veteran vehicles are subject to limited use and the owners/operators of them also operate a modern vehicle as their daily driver. The most popular provider of Roadside Assistance in NSW is the NRMA.

The NRMA enjoys a privileged position in NSW arising from its long- term history since the early days of motoring as being the provider of support services to motorists through a member's mutual enterprise structure. This entity was restructured some years ago when the insurance arm of the organisation was demutualised and listed as IAG Insurance. It was given the right to trade as NRMA Insurance, but contrary to common belief is not the NRMA.

In the early days of motoring in Australia and arguably until possibly the last generation, vehicles were most often subject to family use. That is, one car per family utilised by a number of family members. A Roadside Assistance package applicable to the vehicle, irrespective of who was driving, was most appropriate. Society has undoubtedly changed. We now have many thousands of motoring enthusiasts who own a number of vehicles and most family members old enough to be licensed aspire to owning their own vehicle rather than sharing one. Unfortunately the NRMA is locked into a psychology whereby its Roadside Assistance packages apply only to individual vehicles. A membership and Roadside Assistance package, pending the level to which one subscribes, also includes access to certain commercial discount benefits. The vehicle under this arrangement is effectively the member. An NRMA member who wishes to cover more than one vehicle for Roadside Assistance has to pay individually for each vehicle, even though they can only drive one at a time and can only access the commercial and discount benefits once. The cost of NRMA Roadside Assistance varies from \$55 joining fee plus \$113pa up to \$336pa pending the level of cover one wishes to acquire. It is the most expensive of all equivalent bodies in Australia. This makes cover for the owner of multiple

vehicles, which are subject to limited use and utilised by a single driver, extremely expensive and bordering on the unaffordable.

It appears that the NRMA is unique among its equivalent motoring organisation in other States in Australia, in not offering an option for Driver Cover for Roadside Assistance. Driver Cover attaches the assistance package to the member personally, irrespective of which vehicle they are driving at any time rather than to the vehicle. Schemes which offer Driver Cover for Roadside Assistance in the various States include: -

- Royal Automobile Association of South Australia packages from \$103pa to \$200pa
- Royal Automobile Club Queensland packages for car and driver up to \$292pa
- Royal Automobile Club of Victoria "Total Care" package \$255pa
- Royal Automobile Club of Tasmania packages from \$118pa to \$204pa
- Royal Automobile Club of Western Aust. packages for car and driver up to \$315pa

To extrapolate these fees, for the motoring enthusiast who has say three vehicle and seeks the top level of Roadside Assistance for the vehicles the annual cost looks like this: -

- NRMA \$1,008
- RAA of S.A. \$200
- RACQ \$292
- RACV \$255
- RACT \$204
- RAC WA \$315

The greater the number of vehicles owned the greater the margin between the NRMA and their equivalent body in other States. THE NRMA THEN SERIOUSLY DISADVANTAGES THE MOTORING ENTHUSIAST IN NSW. In March 2018 the President of the Council of Motor Clubs wrote to the NRMA seeking a meeting to discuss this unsatisfactory situation with that organisation which purports to represent the interests of motorists in NSW. An NRMA representative responded and an initial meeting was arranged for 22 May 2018. It became apparent at the initial meeting that the NRMA would not embrace any form of Driver Cover for Roadside Assistance for its members. An offer was made by its representatives to explore the concept of a discount for classic vehicles which were 30 years or older and of which owners were Registered Car Club members. It was also agreed that a working party made up of representatives of both the NRMA and CMC be formed to take the issue further. CMC took the view that if a discount outcome could be negotiated, it would provide a benefit for Car Club members who had one or a limited number of Classic vehicles.

CMC formed a special committee to work on the project. Communication with the NRMA representatives became difficult very early during the

deliberations. Telephone messages were mostly not responded to and emails often went unanswered. Staff allocated to the issue within the NRMA changed. Later discussions and a further meeting agreed on exploring the feasibility of a discount being offered for Roadside Assistance applicable to vehicles on HVS or CVS conditional registration. Various rates of discount were mooted, but 25% seemed to be where discussions were heading. Finally, after almost two years of limited negotiation, the NRMA representatives tabled an offer so incredibly limited that it must have been obvious to those that formulated it within the organisation that it could not possibly be acceptable to delegates of the CMC. The essentials of that offer were:- A 20% discount on a second vehicle only That discount to only apply for the first year subscription The offer only offered to new memberships being taken up with the NRMA Joining Fee waived Offer must be taken up between March and June of 2020. CMC representatives expressed their extreme disappointment. There was little to no advantage in pursuing such an offer any further.

In considering possible next steps for the CMC in pursuing some sort of multi vehicle cover for Roadside Assistance, delegates should note that Shannons have recently launched a Roadside Assistance package available to its insurance clients. The key features of which include: -

- ◆ The service is provided by Digicall Assist Pty Ltd one of Australia's largest premium roadside assistance providers.
- ◆ Service provided 24 hours a day, 365 days per year
- ◆ Two levels of cover are available - "Enthusiast" or "Ultimate"
- ◆ Both levels cover flat battery, emergency fuel, flat tyres, locked vehicle, towing, unlimited calls, accommodation/ hire car, passenger travel, caravan and trailer towing.
- ◆ Ultimate provides a higher level of cover
- ◆ Enthusiast level covers one vehicle
- ◆ **ULTIMATE CATEGORY COVERS UP TO 8 VEHICLES**

The rates applicable to this Shannons cover are related to the particulars applicable to each individual's insurance policy. A quotation received personally in relation to coverage for eight vehicles was ballpark with the cost of an annual subscription for Roadside Assistance with one of the interstate motoring bodies or \$2,472 cheaper than pursuing the same cover, if I was stupid enough to cover them through the NRMA.

Given that this Shannons product may satisfy the needs of most enthusiasts who seek Roadside Assistance cover for a multiple of vehicles the CMC special committee proposes that a watch and see position be adopted in the interim. Delegates might also note that a number of organisations now offer Roadside Assistance in NSW such as Budget, and AAMI though these also seem to be applicable to vehicle and not Driver Cover.

Bob Adby
Sub-Committee Convenor
Council of Motor Clubs

Article 2 -



Transport
for NSW

Historic Vehicle Scheme (HVS) Period Options, Accessories & Safety Items P.1

Choose the correct period option or accessory for your historic vehicle.

Eligibility of vehicles for inclusion in the Historic Vehicle Scheme

Transport for NSW has compiled a defined list of period options, accessories and safety items which may aid motoring clubs in determining the eligibility of vehicles for inclusion in the Historic Vehicle Scheme. This list is for light vehicles it does not cover motorcycles or heavy vehicles.

Important considerations:

- The items listed below are considered acceptable period options, accessories and safety items for inclusion in the scheme.
- This list will be used to determine if a vehicle is correctly registered under the scheme.
- It is recommended that motoring clubs circulate this list to their members and that they provide appropriate education and advisory services.
- Clubs may suggest other items which they believe should be included in the list; additions will occur after consultation and shall be confirmed by Transport for NSW in writing.
- The final decision as to whether an item is added to the list will be exclusively determined by Transport for NSW.
- Clubs must retain evidence of the item being available in the period/s as nominated.

Technical considerations

- Period accessories and options relative to a vehicles age or build date are considered to be within 2-3 years ('defined period') of the build date of the vehicle. Note: There may be exceptions to this rule and clubs are invited to seek clarification where appropriate.
- The installation of an item must not affect compliance with applicable vehicle standards.

Period options

- tuning kits offered by a manufacturer or dealer and fitted by a manufacturer or dealer (for vehicles built before July 1976 or not built to ADR 27A)
- tuning kits offered by a manufacturer or dealer and fitted by the vehicle owner (for vehicles built before July 1976 or not built to ADR 27A)
- wheels of period type conforming to VSI09 (Original Equipment Manufacturer (OEM) diameter and tyre profile for vehicles pre-1970). Both the wheels and tyres must have been available in the defined period (as stated in the technical consideration above)
- exhaust kits (for example, a Lukey muffler)
- lowering kits – maximum 25mm or 1 inch only permitted
- bonnet scoops
- sump guards
- air conditioning (including an under-dash system if not offered as an integrated system)
- water injection (for example, a Kleinig system)
- floor change conversions – OEM or aftermarket
- overdrive on gearbox – including a Laycock system or similar
- wire wheel conversion – whether optional or not
- disc brake conversions from later year of same make/model. (Note: must be complete system including wheels and tyres)
- disc brake conversions from later model of same make. (Note: must be complete system including wheels and tyres)

- optional engine fitment. (Note: must be complete package including brakes, transmission, axles, wheels, tyres and other required items)
- optional Transmission change including automatic to manual or manual to automatic conversion within manufacturer's optional equipment.
- half cage/single hoop roll bars in an open sports car – CAMS or VSB14 → not allowed in sedans or Fixed Head Coupes (FHC)
- sun roof – OEM fitted
- sun roof replicating OEM (must have an accompanying VSCCS compliance certificate)
- Webasto-type roof conversion – OEM fitted.

Period accessories

Accessories must be able to be removed and the vehicle returned to its original "as built" condition. The accessories include:

- radio
- tape player – 8 track or cassette (not CD players) – unless OEM fitted
- mudflaps
- wheel trims and hubcaps
- rear window blinds that do not obstruct vision (for example, louvres are acceptable)
- mirrors – internal or external
- dash mounted fans (check regulations for applicability)
- additional instrumentation – dash mounted
- side window blinds
- mesh headlamp covers
- luggage racks (roof or boot)
- Halda Speedpilot or TripMaster (or similar)
- map lamps and other internal reading lamps
- driving and fog lamps – including mounts
- badge bars

- bonnet mascots
- additional chrome strips
- additional reflectors – including scotch tape or otherwise
- demisters – including hot air or electric bar type
- heater – hot water type
- windscreen washers
- bug deflectors
- sun visors – internal or external
- radiator/grille and insect screens
- water bag carriers and water bag
- period metal fuel cans and wooden tool boxes on running boards
- additional spare wheel racks – roof or boot, running board or rear mounted racks
- additional horns (for example, Klaxons). Note: Must not alternate sound like an emergency vehicle. Must not be siren whistle or bell.
- reversing lamp/s
- additional stop lamps
- tow bar
- wheel spats
- wheel dress trims and rings
- hubcaps
- white wall tyres
- hardtop for convertibles – OEM or aftermarket.
- pinstriping consistent with the period style at vehicle build date
- auxiliary lighting – forward facing
- weathershields.

Safety items

- Seatbelts – must be road approved (including, for example lap, lap sash and harness varieties). The belts must comply with Schedule 2 of the Road Transport (Vehicle Registration) Regulations 2017.

- Vehicles built to comply with Australian Design Rules (ADR) 4 and 5 must continue to comply.
- If a vehicle does not have seatbelt mounts and seatbelts are installed, they must be signed off by a suitably qualified Engineer.
- Child Restraint Anchorages (CRA) – a vehicle must comply with ADR 4 and 5.
- Direction indicators – can be white or amber (amber is preferred). The style must be in keeping with the defined period of the vehicle. Brake lamps flashing red for direction indicators are not acceptable. The replacement of semaphore type indicators is permitted.
- Left-Hand Drive (LHD) sourced vehicles must have Right-Hand Drive (RHD) headlamps.
- Toughened glass windscreens must have a safety zone immediately in front of the driver.
- Imported vehicles may retain OEM belts. However, if the belts are fitted after importation, they must comply with Schedule 2 of the Road Transport (Vehicle Registration) Regulations 2017.
- Note: seatbelts and CRA are not mandatory if the vehicle was not fitted with seatbelts or CRA as an OEM fitment. However, they are strongly recommended for all vehicles where installation is possible.



Hunter Happenings

TSOA Hunter Area Meeting 6 October 2020

Present: David Walshe, David Hynes, Michael Debono, Chris Lancaster, Rick Schmalzer, Rob Guyder, Brian Mclean, Graham Paterson, Terry Burns, Alan Watson, Wayne Wheaton.

Apologies: Michael O'Brien, John Derrick, Steve McGill, Michael Markey, Chris Johnson, Doug Brodie, Damien Whittaker, Bruce Milner, Daniel Herringe.

Events on the horizon:

General Meeting Club Macquarie tentative date 6.30pm Wednesday 4 November 2020 - this change of date allows the club to accommodate Melbourne Cup patrons if permitted

General Business:

Michael Debono told of rebuilding the SU carburettors taken from the rusty MGB to the other MGB. The vehicle ran immediately as if it had been started yesterday. Additional fettling is required because when the world's ugliest air filters (standard black steel canisters with snouts) were fitted it did not run as nicely.

Rick Schmalzer is trying to sell his gold coloured MX5 with a build plate of 1999 and only showing 86,000km on Carsales. He is disappointed with the lack of inquiries however he is concerned as to whether he has correctly entered his phone number. Rick confided in us (shhh) that when he initially listed it, his son Alexander, discovered hours later that Rick had uploaded photos of pruning hedges he had recently bought!

Brian Mclean and Rae recently enjoyed a journey in the NC MX5 to Merimbula visiting former TSOA member, Mike Paton. Mike's car collection includes a recent Lotus, a Clubman and a Toyota GT86. Brian reports during the 1300 km journey a mileage of 43 mpg in relevant speak. Brian also mentioned the Christmas Party not being possible at Caves Beach but instead suggested a visit to the park near the Stockton Ferry Terminal instead. As a group we have pencilled in this arrangement awaiting whether restrictions by December will have been eased.

Chris Lancaster attended the viewing of Graham Paterson's TR4A in his own green TR3A. He is presently reading a book about the London - Sydney Marathon of 1968. Chris told how the leading entrant in a Citroen was demolished by another entrant oncoming, a Mini on the wrong side of the road in Australia. Eventually the rally was won by a Hillman Hunter! It sounds like a fascinating book. The writer just looked it up on Wikipedia and sees Paddy Hopkirk was an entrant. Our local Ken Tubman later had a role overseeing the 1977 event which led him to meet the head of Peugeot in Paris for an award. For those interested have a Google because some information is so old it's on PDFs. Imagine what those entrants saw traveling from London to Sydney in 1968!

Graham Paterson reports that there has been little progress since everyone attended his TR4A gathering. Somewhere in transit is a TR4A wiring loom destined for Graham.

David Walshe and Louise have just enjoyed a three week long series of journeys within NSW which sounded really enjoyable. He also demonstrated

to members the use of Rocol crack detection methods. Everyone gathered like schoolboys to see a Sherlock Holmes identification of the dastardly cracks, but alas, our dear David had supplied perfect pieces of metal.

Wayne Wheaton hasn't progressed his Spitfire too much since last meeting. However, he is embarking on what sounds to be another grand tour within NSW. Encompassing Bourke and Broken Hill, there is a Hotel where, depending on what side of the front bar you occupy, you could render yourself liable to a \$7,000 fine for entering Queensland without the relevant permit. Wayne and his cohort will be also be seeing Silverton which has an excellent Museum. It also has a 'representation' of the notorious Ford XC Hardtop driven by the road warrior himself, a youthful and handsome Mel Gibson. Wayne wants to ride on a Paddle Steamer out that way which given the rainfall the outback has been experiencing may be a possibility.

Alan Watson and Susanne have been enjoying verdant green countryside as well from their TR6, albeit a lot nearer to Newcastle. They've enjoyed a run to Wollombi and were surprised at its busyness with motorcyclists and other travellers.

David Hynes and Judy have enjoyed some mid-week nights away in the Stag staying at the lower North Coast including Old Bar. Of particular note on these runs was a dessert bar called Sabor at Pokolbin.

Terry Burns has carried out a narrow belt conversion on his TR4A. Apart from receiving the wrong diameter pulley wheel for the alternator, Terry reports the transaction was quite easy and went well. He went on an unconventional (Hey it's Terry!) run which saw Terry in his TR4A and a mate on a BMW R1200 motorcycle. They duelled on dirt roads in the Wiseman's Ferry area and St Albans. In what seems to have been an immensely enjoyable run, Terry confidently reports that the TR4As prowess on the dirt roads saw the boxer engined bike relegated to second place.

STOP PRESS

Alan Watson is now Chairman of the TSOA Hunter Group. The writer personally thanks Alan for his willingness to take on the role which assists all our members and makes our club great to be part of. We thank the outgoing David Walshe for the warmth and commitment that he brought to the role over several years. The writer has communicated this good news to our President Nev Bowden and our **TRead** Editor Jeff Breen. Members are advised that the writer continues responsibility for group emails and minutes. Congratulations Alan.

Club Regalia



TR6 Dash



Winter Jackets **\$55** All Sizes

Chambray Shirts **\$35** All Sizes

Polo Shirts Blue **\$28** All Sizes

Polo Shirts Black **\$28** All Sizes

Rain Jacket **\$35** Limited Sizes additional sizes can be ordered

Race Shirts **\$40** limited Size additional sizes can be ordered

Belts & Buckle 34" & 36" \$27

Hurricane umbrellas – 68cm

Golf size \$39.00

New Range of caps and glassware arriving soon – been delayed due to COVID-19.

Please email for orders, or enquires. Orders can be posted upon request

amosie62@gmail.com



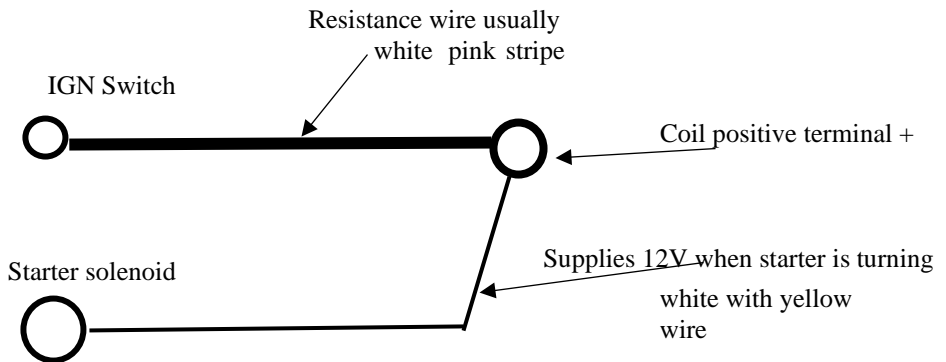
TECHNICAL TIPS

ebay Recoil (Article 1)

For some time I have had trouble starting our Stag especially on cold mornings .After chatting to other members this seems to be a common problem and that should not be the case ,if it was a problem back at manufacture then it would be right to assume that not a single Stag would have been sold .

Time for investigation and what I have found is, as I always say, the 'previous owner' and this time also retail sales on ebay.

First it is important to look at the wiring of the ignition circuit



If we refer to the **September TRead** article on the combustion equation (page 18) there is a reference to the energy required to start the combustion process for the fuel type being used. The spark plugs specified are specific to the fuel and ignition circuit to provide enough energy to start the combustion process and note the energy required is increased as the fuel and engine block get colder and variations in the fuel air mixture .

The confusion here is the coil types supplied by various sellers .The standard coil is a ballasted coil which is designed to operate on about 6V when the engine is running (use a voltmeter to check the coil positive voltage when your engine is running).

When the starter motor is turning the starter solenoid puts 12v on the coil to provide the extra spark required for cold starting .When the starter is released the cold is then running on about 6V via the resistance wire from the IGN switch. The voltage drop is caused by the wire from the IGN switch

which is a resistance wire. This circuit does not require a ballast resistor **as the standard wiring is the ballast resistor.**

On our stag the previous owner had a Lumenition Ignition system installed and the installer did not understand that the standard wiring was a ballast resistor, so he installed one in the circuit. The white and yellow wire went to a ballast resistor and then to the coil. Now with a ballast in the starting circuit we have only about 6V on the coil making it nearly impossible to generate enough energy from the spark plugs to combust the fuel.

The situation gets worse if the car has been sitting for a while and due to self-discharge in the battery the battery voltage has fallen to about 11.5 V (don't let it drop below that). Now when starting the starter loads the battery and the voltage falls even further.

I took the ballast resistor out of the circuit and wired it back to standard as above and 'hey presto' it started second turn.

The next confusion arose when I decided now is a good time to replace the coil with a good quality known brand. On E Bay there are hundreds offering ignition coils "fits Stag ,2500 etc". But when you ask for tech specs on the coil you find out the sellers are also confused about the Stag and 2500 wiring. One not so bright even said the coil has an internal ballast. If so, it would need 3 terminals on the top, and besides there is no way that would work with the standard wiring.



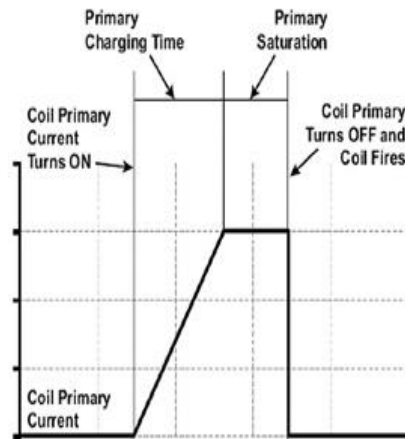
SO you need to check what coil is supplied **Not a standard 12V** coil The one you want is one which requires an external ballast and don't add one because the standard wiring has it built in. It is also not a good idea to bypass the resistance wire and run 12V from the ignition to the coil If you run the standard reduce voltage coil for a long time on 12V it will overheat and soon you will be on the side of the road . If you replace the coil with a 12V one then you won't get the extra spark required for starting. Note on this coil pictured above it states for use with a ballast resistor.

ebay Recoil (Article 2)

After sorting out the ignition circuit I figured that while I am at it now is the best time to fit a new coil, as there is no better security than a completely new ignition system. And so now it is necessary to figure out who is selling what, and what is best for the Stag engine.

Again the most frustrating thing about buying parts is the lack of precise technical information on what you are buying. Look on ebay and there are lots of coils for sale ... " fits mini, Triumph Stag, Boeing 747, Caterpillar tractor etc". So what do they mean by "fits"???

Choosing a coil can make a big difference in the performance of an engine and as mentioned in the previous article the coil, cam, dwell angle and plugs should be all as a matched or tuned set up. The ignition coil is basically a transformer or just another inductive device just like relays, the starter motor, alternator etc., which work by the amount of magnetic flux generated by the coil and the electrical current passing through the coil. The more current (amps) then the more magnetic flux. When the ignition path is closed (dwell) current passes through the coil and flux builds up to a maximum amount called saturation and once this is reached it is a maximum and leaving the points closed any longer will not cause any increase in flux. When the circuit opens (cam angle) the magnetic flux collapses and by the laws of physics a voltage is induced back into the coils.



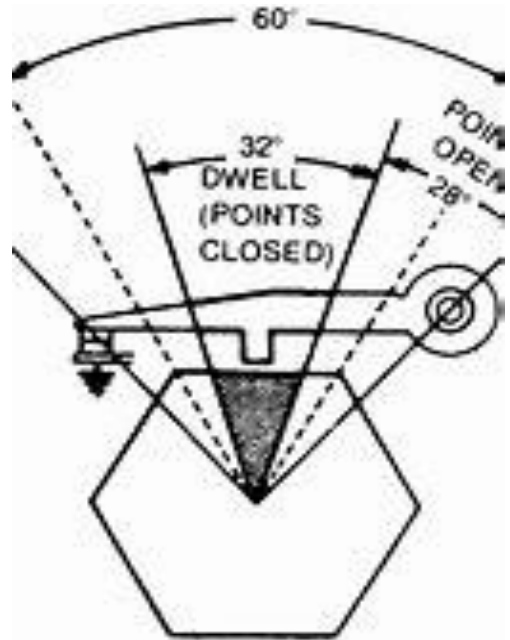
I eventually settled on a coil but also measured the DC primary resistance of my spare coils, the table below shows the variation in coils resistance

Primary resistance	1.2Ω (6V)	1.3Ω (6V)	1.4Ω (6V)	2.9Ω (12V)
---------------------------	------------------	------------------	------------------	-------------------

Ohm's Law tells us that the **1.2Ω(6V)** coil will have the highest current and physics therefore says it would have the strongest magnetic flux in the shortest time. It is very important to allow the flux time to build to a maximum, so that the correct amount of energy is delivered to the fuel air mixture via the spark gap in the spark plugs.

The dwell angle now plays a big part as the diagram adjacent shows a typical cam/dwell cycle and if you look at the dwell on the diagram it is represented by an angle and as the angle may stay the same throughout the rev range the time of the dwell decreases and it is important that there is time for max flux build up . on a six cylinder engine there are 6 lobes which gives 60 degrees for an ignition cycle.

The triumph manuals give us on a 2500 engine a dwell of 38 ° On a V8 engine there are 8 lobes with on 45 ° for each ignition cycle and when divided by cam and dwell it means much shorter times for max flux build up and so the lowest resistance coil would give more flux in a shorter time. Point and plug settings are critical as well as coil resistance. From the chart above the 1.2 Ω would best suit the V8 and the 1.4 Ω should be no problem in a six cylinder.



Keith Higgins

keith@aodaustralia.com or text to 0409 656 577

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.

STATEMENT OF ACCOUNTS			
TRIUMPH SPORTS OWNERS ASSOCIATION (INC ECURIE TRIUMPH) NSW			
INCOME & EXPENDITURE STATEMENT - 01/01/2020 - 30/09/2020			
Opening Balance 01/01/20			\$46,343.17
Club Account			\$ 13,879.52
Income Received			
Memberships		\$ 12,775.00	
Nats Deposits		\$ 1,400.00	* Tfr to Nats Account
Advertising		\$ 1,353.14	
Regalia		\$ 762.00	
Auctions/Manual Sales		\$ 30.00	
Xmas in July		\$ 2,520.00	
Tfr from Cash Mgmt		\$ 5,513.98	
Govt Grant		\$ 1,000.00	
Bank Interest		\$ 13.05	
		\$ 25,367.17	
Less Expenditure Incurred			
Functions Deposits		\$ (1,200.00)	
Nationals Deposits Tfr		\$ (1,400.00)	*To Nats A/c
Carlo Bowl Room Hire		\$ (660.00)	
Affiliation		\$ (310.00)	
Magazine Printing		\$ (3,438.13)	
Shannons/All British Tickets		\$ (1,125.00)	
Magazine Postage		\$ (660.34)	
Regalia		\$ (750.86)	
Christmas in July		\$ (2,528.00)	
Trophies		\$ (258.50)	
Stationary/PO Box		\$ (600.28)	
Bank Fees		\$ (12.00)	
Tfr to Term Deposits		\$ (10,500.00)	
		\$ (23,443.11)	
Surplus (Deficit) 30/06/20			\$ 1,924.06
Nationals Account			\$ 27.27
Attendees Deposits			\$ 79,050.00
Sponsorship			\$ 3,000.00
Booking Refunds			\$ 3,562.50
Interest			\$ 36.44
Attendees Refunds			\$ (79,050.00)
Function Deposits			\$ (275.00)
Transf to Nats Cash Mgmt			\$ (6,340.00)
		\$ 11.21	
Club Chq A/c		\$ 15,803.58	
National Chq A/c		\$ 11.21	
National Cash Mgmt		\$ 23,198.65	
Club Term Deposit 1		\$ 15,157.85	
Club Term Deposit 2		\$ 5,500.00	
		\$ 59,671.29	
(Incls)ATR Sponsored Funds			\$ 645.67 Held in Trust

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.*

CLUB COMMITTEE

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Vice President	John Stokes	0433 826 880	john@geostareastern.com.au
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Treasurer & Vehicle Registrar	Lorraine Mooring	96520664	lorraine.mooring@gmail.com
Competition Secretary	Glen Coutinho + Ken Peters	0418 640 188 0417 676 199	glencoutinho@hawgood.com.au ken7@bigpond.com
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The committee meet each month, usually the Monday following the General Meeting.

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Email Address: tsoansw@hotmail.com	Facebook Address: www.facebook.com/TSOANSW	Westpac Bank - TSOA BSB: 032-081 Account No: 910909

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TR4/4A	Bob Slender	0407 284 548	Bruce North	4297 4917
TR5/6	Geoff Byrne	0418 409 170	Ernie Schmatt	9521 3631
TR7	Grant Turnbull	4627 0500		
TR8	Peter Yeend	0433 559 216		
Spitfire	John Whittaker	0425 371 640	Craig Sankey	0417 286 903
GT6	Geoff Byrne	0418 409 170		
Stag	Lindsay Day	9939 2863	John Stokes	0433 826 880
Herald & Vitesse	Tim McGurk	0413 227 455		
Saloons	Mal McFarlane	9790 2332		
Dolomite	Howard Glinn	0409 600 078		

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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.**



Backyard solution for saggy springs?
(not a TSOA recommendation)

CLASSIFIEDS

Offered FREE!

- **Triumph 2500 saloon seats** ready for disposal. 4 off front seats and 1 complete rear seat. The frames/springs and rails are in good condition, but the upholstery is only good as template pattern for a re-make.

Contact Graham at 0400 599 965 or harrold@bigpond.net.au

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 - engine, auto transmission, front end subframe with steering and rear end. All complete. Stripped from the car and stored for 25 years. lot.
 - Gearbox mainshaft – Type A for O/D box CD20281>...

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Ring me for details: ...

Howard Glinn 0409 600 078





From little things big things can grow ...

