

TRead

June 2021



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

President's Report

June 2021

Greetings everyone.

Another month of glorious weather to be out and about, we are so lucky to be able to enjoy this beautiful country.

I attended the night meeting at **Sydney Motor Sport Park** where I witnessed Thomas Derwent showing our older members how it is done clocking up some great times. The cars all sparkled under lights and some drivers agreed that although the track is well lit it is a different experience having your vision more focused on the track ahead.



The members lucky enough to be at our May meeting were treated to a very interesting presentation from **Spencer Martin**. What an amazing career he had, first race at age 20, retired at 27 then came out of retirement for a final race at age 67. The club has purchased a copy of Spencer's book for the library – I am sure you will need to put your name on a list should you wish to borrow it.

Our run to **Berry** for the **National Heritage Day of Motoring** was a VERY early start for some of us. Thanks to Geoff Batty for his organisation, we rolled up to the pub for lunch, thankfully he had reserved tables as it was a popular spot.

At the time of writing this we still have **Geoff Byrne's Lucas FI Workshop** to come, I am sure Geoff will have a report on this for the magazine and our regular **Coffee & Cake** outing. That will round off May very nicely.

To make sure we can run the **All Triumph Challenge** in September, Glen Coutinho will need firm commitments on entries and hopefully a good roll up of spectators. Check out the magazine for more details.

Take care and enjoy your drives.

Lorraine Mooring
President TSOA (Ecurie Triumph) NSW

FRONT COVER: *This photograph was taken by John Whittaker of his very shiny Stag at the National Motoring Heritage Day at the Berry Showground in May. I could have titled it 'Reflections', however for truly interesting TSOA reflections this month do not miss Geoff Byrne's terrific interview of club stalwart Bruce Meppem starting on Page 17. Ed.*

Secretary's Ramblings

John Whittaker

Had an interesting request from our friends at The Triumph Sports Six Club in Scotland last week. They have had the familiar worldwide bleak outlook on activities and clearly are looking to Oz for some better news. Their Secretary sent me a request for Triumph Scene news from down under. I believe they would be really happy to feature 'stuff' from us so if you would like to participate in a bit of international kilt sharing, please get in touch with me.

A bit of background - Jennie and I visited them at their version of 'All British Day' at Thirlestane Castle a couple of years ago. Being a small world, one of the members (swing axle man...of course) was coming to Oz for a holiday so we were able to entertain them in Sydney. One thing and another, we are an 'Oz link' member of TSSC.

Last Saturday Hamish and I were privileged to be included in Geoff Byrne's Fuel Injection Workshop. It was a brilliant afternoon attended by 20+ members sharing the same 'fuel infliction' addiction. Geoff's experience and technical adaptations were just jaw dropping. Another example of how the ordinary for one person is extra-ordinary for the rest of us. To cap it off, Rhonda rolled out afternoon tea on the deck so the conversation could continue.

Michael Debono from Hunter Group volunteered to write an article on the workshop and this will appear in your July **TRead**. Keep an eye out for it next month.



Meanwhile, back to the garage!

***Go the swing axles.....
John Whittaker***

Spencer Martin autographing his book for TSOA and Lorraine Mooring. The book is available to members from the TSOA library.

Notice Board

New Members

This month we have a returning member to welcome back into the Club (judging from the photo he may have spent his entire time away from the club polishing his car).

- **Ken Horspool** from the south coast with this beautiful **TR6**



**Norbert
Nieuwenhuizen
Concessional
Registration and
Membership
Officer**



Clubman Points Score

With the relaxed social freedoms now available to us all, we encourage members to take a look at the TSOA Events Calendar here in this magazine, or on the website, to view the variety of events on offer, and to plan to come along.

So far this year we have had 67 at our monthly general meetings and over 80 members getting out and about to one or other of our well organised social events. At the most recent CSCA Round, the night event at SMP, we had 17 club members and friends attending.

TSOA members earn 10 clubman points per event attended, plus a bonus 5 points for doing so in a Triumph. In addition, members can earn more clubman points by sending in a story (or two) to the editor for the **TRead** magazine.

The accumulation of these clubman points might see **YOU** win the **Club Points Score Award for 2021!**

**James Rose
Point Score Officer**



TSOA NSW

Club Regalia

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**Please email for orders, or enquires to
Lyndon & Tony Moss**

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[Link to Biz Wear Collection on TSOA NSW web site.](http://www.bizcollection.com.au/link)

<http://www.bizcollection.com.au/link>

[Pricing upon request for Biz Wear Collection with TSOA embroidered logo –](#)

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Motorsport Report

Glen Coutinho

Welcome to the Motorsport Report for June '21.

The 4th round of the CSCA Supersprint was run at SMSP on the Amaroo Circuit on the 8th May under light. From all accounts this was a very successful meeting, given it was a 4 hour event the Sprite Club managed to get 4 sessions in over the allotted period, helped no doubt by very few recoveries, great weather & everyone in general behaving themselves with very few issues.



Running under lights was a bit of a novelty and as such they managed to get 65 entries, given the maximum number of entrants allowed was 70, this was a sterling effort since every other event this year has struggled for entries. There were 7 entries from TSOA with Trent Avery being fastest TSOA member in a Mitsubishi Evo while Mark McConnell being the fastest Triumph in a GT6. *(Thanks Glen for not mentioning the slowest member)*

The next round of the CSCA will be run at Pheasant Wood by MG Newcastle on Saturday the 17th of July, so the moment entries are out I will email them out to you.

The HSRCA will be running the Sydney Classic at the SMSP June 12th – June 13th, Group S & MG & British Invited will be running at this event as well as a bunch of other historic race cars in what promises to be a great weekend of motorsport.

Another reminder on our ***TSOA super sprint and All Triumph Challenge*** to be run over the **18th-19th of September**, this will not just be a weekend of motorsport, it will be a weekend of TSOA social activity so keep your eyes open for more details as they become available. Accommodation in Goulburn could be at a premium on this particular weekend as there are several other events happening in Goulburn on the same date. As such I would suggest that if you intend to come down to Goulburn and spend Saturday night in town then you should call now and book your accommodation. Following are some motels that at the time of writing still have rooms available, with the Mercure being the most expensive and having the least availability.

- **The Bakehouse 02 4821 7666**
- **The Mercure 02 48225445**
- **The Posthouse Motor lodge 02 48215666**

ALL TRIUMPH CHALLENGE

14-15TH AUGUST 2021
WINTON RACEWAY
VICTORIA



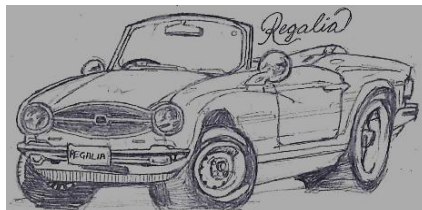
For those of you wanting to make a trip down to Victoria TSOA Vic is offering their *All Triumph Challenge and Motorkhana* which is to be run at Winton over the weekend 14th – 15th of August. The Victorians are lining up a fun packed weekend of motorsport and social activities. Detailed information is available on the TSOA Victoria webpage.

If you have any question regarding the above, please feel free to contact me.

Glen

We do seek to support the Victorians however I do have to point out that the CSCA Morgan Round of Supersprints is scheduled for that Saturday 14th August and the Shannons Day Event for the Sunday 15th , both at Sydney Motorsport Park.

We will be distributing the TSOA Vic's ATC detailed press release and flyer to all NSW members by bulk email, unfortunately it arrived too late to be squeezed into this month's magazine. *Ed.*



ECURIE TRIUMPH

Geoff Byrne

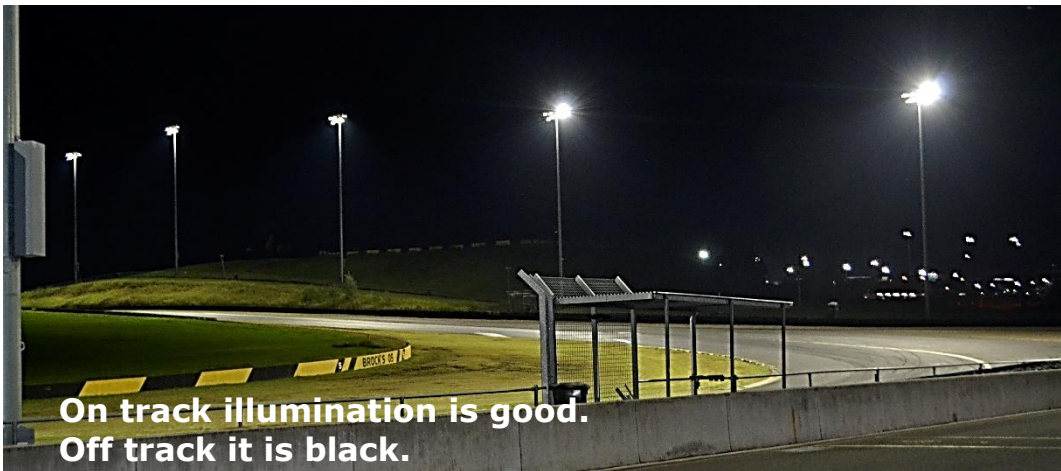
There is not an Ecurie Triumph Report for this month as there has been no racing, the next Ecurie race event will be the HSRCA Historic Race Meeting at Sydney Motorsport Park on the 12-13 June.

CSCA Round 3 – Sprite Club

SYDNEY MOTORSPORT PARK

As Glen has reported above, the most recent CSCA round was held under lights at Sydney Motorsport Park, on the Amaroo Circuit. It was quite a very different experience for drivers to head out onto the track where the light level was as good as daylight but where the off-track background was completely black. All drivers agreed that there is no practical reason to not do it again, it only took a little time to get comfortable with the lighting.

Unfortunately, however my own efforts with nighttime photography, driving and pit crew responsibilities have left much to be desired. I was pretty slow on the night, went off a couple of times at the particularly difficult hairpin bend and generally took pretty lousy photographs all night. Even saying all of that, I still had a great night. *Ed.*





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- Two profiles available for your choice of torque range
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Coffee & Cake

Keith Higgins

text: 0409 656 577 / keith@aodaustralia.com



Wednesday 28th April – Café Sasanqua

A beautiful place for 25 beautiful people to spend a morning although not all were in this photo as some had nicked off amongst the forest of camelia plants. Service and coffee was great this time so we will be back again.

Coversation up this end was about motor vehicle exploits during the sixties and seventies. You know the things you did that you will never tell the children about and you would be horrified if they did the same (bad luck for them as things were different then).

I know some have expressed an interest in the Nothern Beaches but at the time of planning Covid was still rampant up there so I thought it would be best left until there is a definate all clear.

Next one is at Vanilla Cream Café The old Amaroo Park motor racing circuit. I will try and get us a nice warm log fire. *See You there* Keith



Wednesday 26 May – Vanilla Cream, Annandale

(Report in July TRead ... STOP PRESS: see page 15)

Wednesday 30 June –

10:30am @ Carss Park Café & Grill,

107 Carwar Ave Carss Park

Members are reminded that they must pre-register with Keith Higgins before attending each C&C event with a text message to Keith @ 0409 656 577

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



Social Report

Geoff Batty

National Motoring Heritage Day - 16th May 2021

After a wet summer, a perfect Autumn Day was served up for the **2021 National Motoring Heritage Day** held at the beautiful village of **Berry**. A great roll-up of members for another early, frosty start at the meeting place in Heathcote. All cars were polished, a special mention to Norbert, his car was immaculate - blackened tyres and paintwork gleaming.

Under clear blue skies and following Geoff Batty, with his scarf flowing behind him, (the one with more courage[?] than the rest of us!), we headed off with great expectations for a wonderful day in our Triumphs and looking forward to getting together with friends. As we motored south, we passed many classic historical vehicles only to join a long queue of vehicles all waiting to enter the Berry Showground.

Cars parked, Triumph Club flags were extracted from the "Batty Mobile" and erected. After all that hard work, it was time for coffee and scones in the village.

After a quick stroll around the shops and markets, the boys went back to look at the spectacular array of Historical, Vintage and Classic vehicles on display. The Showground was chock-a-block full of cars with Holdens, Fords, a Larry Perkins Bathurst "look-alike" race car, not sure if it was the real thing, couldn't get near it to check.....way too many people crawling over it! We also saw Jaguars, Fiats, Minis, Mustangs all looking sensational and full of their own merit. Our club member Steve Ralston's car also attracted additional attention with his V8 wedged into the TR6.

The Great Southern Hotel was overrun with three large tables reserved for the Triumph members. Great job, Geoff, for organising our participation in the event and arranging yet another perfect day for a social outing.

Tony Moss

Members attending:

Ian White and Paloma, John Stokes and Debbie Man, Jeff and Judy Breen, Kev and Bev McClarence, Mal McFarlane and wife, Neil Jackson, Lorraine Mooring, Colin Allerdice, Ernie Schmatt, Graham and Helen Harrold, Tony and Lyndon Moss, Steve Ralston, Alan and Amanda Cameron, Peter and Moya Dal Santo, Norbert, Phil and Seiko, James Rose, Bruce North, John & Jennie, Mike and Cheryl Kirby, Graeme Rutledge and Geoff Batty.

Photos in centre spread: Graham Harrold and Ed.

Coming Up Trumps

TSOA activities coming up for you in June and July

June

- **02 Wednesday – TR Register – C&C
John McCormack – 0413 312 134**
- **12/13 Weekend - Ecurie Triumph SMSP (home)
Geoff Byrne – 0418 649 170**
- **16 Wednesday – Hunter Group C&C –
Café @ Mortels, Ian Lovi – 0428 396 849**
- **20 Sunday - TSOA Social Run* – Warragamba Dam
Geoff Batty – 0428 242 597**
- **20 – Sunday Hunter Group – MGCCHR Euro
Motorfest, David Walshe – 0409 885 342**
- **30 Wednesday – TSOA C&C – Carss Park Café &
Grill, Keith Higgins 0409 656 577**

July

- **07 Wednesday - TR Register Coffee and Cake –
John McCormack – 0413 312 134**
- **11 Sunday - Social Run* Donald Healey's Birthday
(TBC) – Geoff Batty – 0428 242 597**
- **17 Saturday - CSCA Super Sprint*- Round 4 –
Marulan – Glen Coutinho – 0418 640 188**
- **18 Sunday - Xmas in July* - Carrington Hotel
Katoomba – Geoff Batty – 0428 242 597**
- **21 Wednesday - Hunter Group Coffee & Cake –
Medowie Macadamias - Ian Lovi – 0428 396 849**
- **28 Wednesday - Coffee and Cake – Black Cat White
Cat, Mulgoa - Keith Higgins – 0409 656 577**
- **31 Saturday - All British Day Newcastle* - details tbc
David Walshe – 0409 885 342**
- **NOTE: Sat 31/07 to Mon 02/08 Club Run scheduled
travel for Pinkstone Run/All British Day.**
- **01 August Sunday - Social Run* Pinkstone Navigation
Run – John Whittaker – 0425 371 640**

*Sunday 20 June – TSOA Social Run

• Warragamba Dam

View Sydney's massive reserve of drinking water and spend rewarding time at the Visitors Centre learning the history of Australia's largest domestic water storage dam, and something about the Engineering and Workforce that built it.



MEET: Luddenham Village Café
3035 Northern Rd, Luddenham, 2745

TIME: 9.30 am for 10:00(ish) departure

VENUE: Warragamba Recreational Reserve, Farnsworth Ave,
Warragamba

LUNCH: Bring a Picnic Basket or something to cook on the free
Council electric BBQ's

REGISTRATION IS ESSENTIAL: Must be received 14th June

GEOFF BATTY 0428 242 597 or geoffrbatty@gmail.com

Warragamba Dam - WaterNSW

<https://www.waternsw.com.au/supply/visit/warragamba-dam#>

Yes .. I know that this is in the wrong place however it arrived late, and I did have to put it somewhere !!

Ed.



COFFEE & CAKE

Vanilla Cream Annangrove 26th May

This venue is getting very popular with not only the locals but as far away as Richmond.

Well, not even Geoff Batty could have ordered a better day. Twenty three members enjoyed the hospitality of Vanilla Cream. Good coffee, good service, good food and best of all good company.

I think there would be no better way to spend a morning.

Highlight for me was in one of the factory units there was a VW specialist who had just finished the battery conversion on an electric 1956 beetle. It still had the old DC brush style motor, but it certainly was a goer.

Photos courtesy of Renate and thank you for them (no photos??)

Next Coffee and Cake is at the beautiful **Bayside Café at Carrs Park on 30 June**, there are inside and outside tables available.

See you there Keith Higgins



TSOA NSW Christmas in July

Date: Sunday 18th July*

**Yulefest Lunch – with all the festive trimmings including Bon Bons
Menu: 4 Course meal, Entrée Main,
Dessert, c/w Tea, Coffee & Christmas
cake. Includes complimentary glass of Gluhwein.**

Resident Pianist & Singalongs

**A special prize for the best
Christmas themed outfit and lucky
door prizes.**

**Venue: Carrington Hotel,
15–47 Katoomba St, Katoomba**

Time: 12.00 Noon etc.

**Cost: Members (incl family members) \$60
and Non-members \$65.**

**Bookings essential:
RSVP 30 June 2021
Payment to TSOA: BSB: 032-081
A/c 910909**

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

**Subject to then current NSW Govt. COVID-19 regulations.*



BRUCE MEPPEM

Interviewed by Geoff Byrne April 2021

Geoff Byrne: Bruce you grew up on a property, what was the life like, and I suppose you learnt to drive very early?

Bruce Meppem: I was born in Sydney in 1932 one of triplet boys, Peter and me and one who did not survive. Our homestead had been destroyed by fire, so we remained in Sydney for six years. My elder brother and



sister were in boarding school in Sydney. At six years of age, we came up on the train to Gurley NSW and went the 3 miles to our property, "Kelvin". Moree was the nearest town on a black soil road and when it rained you could not move. We had an old 1924 Dodge and a 1927 flat top Chev truck. Life was pretty hard because we ran a lot of sheep and in those days blow flies were rampant everywhere and it was hard work going from one paddock to the next to treat the sheep.

GB: Did your family own the property?

BM: My father owned our property called "Kelvin" and another one called "Black Ridge" 14 miles away. We used to drive sheep between Black Ridge and Kelvin in times of drought, if one property had more feed. Life was pretty hard; the seasons dictated our lives.

GB: How many people worked on the property?

BM: There was my father and mother. My elder brother and sister returned from boarding school and my twin brother and myself. We were flat out all the time because we had 8000 acres with the two properties and ran about 8000 sheep. The worst thing to my way of thinking, there was lots of dipping and drenching, shearing and there was crutching, lambing and lamb

marking and the never ending trying to control blow fly strike. The hard part was lifting sheep and lambs and bending down crutching. I was the shortest and youngest of the family and I was no good at the work quite frankly. We had to look after the horses and dogs, doing fencing, milking cows, cutting firewood the work was never ending. Our only entertainment was the wireless and when we went into Moree for supplies.

GB: What age did you learn to drive?

BM: My brother and I learnt to drive on a 1924 model Dodge. We used to sit on our mothers' knee and she would let us steer. We'd go to our grandparents' home 14 miles away on another property and there were 14 gates. If you made any mistakes Mother would say "*off you get Bruce*" and Peter would have a go and I'd have to open the gates. He was a better driver and stronger than me. That's how we learnt to drive and use the old 1927 Chev truck to do work around the property. We must have been about eight.

GB: At what age were you allowed to drive on your own?

BM: At around about twelve we were driving on our own around the property but not on the open road.

GB: What sort of education did you have?

BM: It was quite dislocated. We went to a little convent in Inverell at about seven or eight. When the war came people were frightened that the Japs would come and bomb Moree, so mother took us out of there and sent us to a little bush school at Gurley which is a little siding on the rail line for the north west mail. We walked three miles to school in bare feet and back again. We went there until we finished sixth class. Father said that we had had enough education as he had only gone to third class. But mother persisted so we went to St Joseph's College at Hunters Hill as boarders. That was about 1945.

GB: How old were you at that stage?

BM: About 12 or 13, you can imagine what boys from the bush were like in a boarding school with the city boys. We stuck out like sore thumbs, but we did have a good time. Then I got crook and had to go back to the property. I went back to St Joey's after

about two years and did my intermediate certificate. When I finished my intermediate certificate, Father said ... *"well that's it, you have to come back to the farm to do some work"*. The family started the Kelvin Grazing Company and each member had shares, and we all got an income. With my money I decided to go back to school. So I went to Riverview and did my fourth and fifth year then returned to the property and stayed there until 1975.

GB: What was your first job off the property?



BM: My first job was with a radio station 2VM Moree. One day I got a call from a man called Ernie Higginbotham who told me he ran a radio network and that they were starting a new station in Moree. He said they had heard a lot about me through the Country Women's Association and that he would like me to come and work for them. I told him I knew nothing about radio and that I was just pushing sheep around, *"never mind Bruce"* he said, *"come and have lunch with me at the Hotel Max, and we'll have a chat about it"*. I then met Sid Emerton and he said look we would like you to come and join us. I said to Mother I'd like to have a go at it and this caused a world war at Kelvin, because this was just not done. The whole family worked on the property, and I was expected to be part of that.

GB: Did you go and live in Moree or still live on the farm?

BM: No I lived in a room at the Criterion Hotel in Moree. The first day I went into the station, Sid Emerton the network supervisor asked me to write some copy for commercials. He said give us fifty or a hundred words on women's fashion, diesel engines, farm machinery etc., I suppose there might have been twenty or thirty products. It was nine o'clock and when I'd finished, he said we would have lunch. I had taught myself to type on the property on an old Olivetti 22 portable. He looked at my work and said you're done this before which of course I said I hadn't. So he said *"alright you're on"*. So I joined the station as a junior copy writer/announcer. Within five or six months I was in charge of the copy department and then I became assistant manager. I'd go around talking to business people and asking them what they wanted to advertise and

I'd put the copy together and give it to the announcers. After several years I was offered the job of program manager of 2TM Tamworth. So I went to Tamworth and it was very successful. I used to promote country concerts for the ABC and overseas artists would come and I would put the



announcements over the air about these people, and the concert subscriptions started to build. In 1962 Charlie Buttrose (Ita Buttrose's father), who was the Director of Publicity for Concerts for the ABC, offered me a position with the ABC in Tasmania promoting overseas artists and concerts, and also ABC TV and radio.

GB: So you joined the ABC?

BM: Yes, I joined the ABC in 1962 and went to Tasmania on the Empress taking my little old Rover 90. I went into the world of national broadcasting and in a small way politics, which scared the life out of me. I promoted the Tasmanian Symphony Orchestra which became very famous for its expertise. In those days the ABC ran six orchestras. We had famous conductors, artist and soloists coming on tours. I was there for a couple of years before Charlie Buttrose, who I admired greatly and who became my mentor, sent me to Perth. By then I had married Susan Robertson, the love of all my life.

GB: How long were you in Perth?

BM: We were there for a little over 6 years.

GB: Did you enjoy your time in Perth?

BM: No, it was a most difficult job. The manager was really domineering, and they hated anyone coming from the east to take up positions. It was dreadful. We had a very tough time.

GB: From Perth did you come back to Sydney and what did you do?

BM: In 1969 I was brought back to Sydney as the senior publicity officer for ABCTV. In Perth I looked after both radio and television but in Sydney just purely television, and what an eye opener that was. The politics were unbelievable.

GB: So you stayed at the ABC for quite long while?

BM: I was thirty years with the ABC.

GB: Why did you leave the ABC?

BM: I was retrenched. I became the head of television publicity for the ABC, a new Controller of Television wanted me to go into administration and look after policy and all that. But I said I had only got two years to go before retirement (I was 58) and did not want to take it. He said it was that job or nothing. So I left the ABC.

GB: Let's just change the subject and talk about cars. What was the first car you owned?

BM: My first car was a Morris low light two door convertible great little car that never missed a beat. Next I had a Vauxhall Velox and then the Rover 90 which I took to Tasmania. The next car was a Nash Rambler followed by a Holden EJ and then a Ford 500 and Valliant.

GB: When did you first get interested in Triumphs?

BM: In 1970 I was driving to Double Bay and I stopped in the traffic outside a place called Holmes Garage on New South Head Road and saw this Triumph and I thought I'd go and have a look at it. It was a 1969 Triumph 2.5 PI Mk1. It was beautiful. It had 2000 on the clock. A middle aged lady owned it and could not start the thing and hated it. So I bought it and traded in an old Valliant and a Morris 1100. I had bought the 1100 for Susan but it stayed in the driveway. She never drove it.

GB: Do you remember how much you paid for the 2.5?

BM: No I cannot remember. I quickly discovered the reasons the lady sold it as I too had problems starting it. But I found an Angel by the name of Justin Sadgrove, he was a fountain of knowledge, in

the terrors of Lucas fuel injection. He fixed the problem with the car and it never failed me over all the years that I had it.

GB: How many years did you own the 2.5 Sedan?

BM: I had it for over 30 years, it is still around and now in Queensland, and very dearly loved by its owner.

GB: What did you replace it with?

BM: I didn't actually replace it, it was our daily transport. Then I bought a TR6. I was going up past the Roseville Public School when a middle aged driver in a red TR6 stopped beside me at the traffic lights. I said '*a beautiful car are you going to sell it?*' and he said '*as a matter of fact I am*'. I said '*pull up and we'll talk about it*'. I agreed to buy it and had it for eighteen years.

GB: How did you become a member of TSOA?

BM: I saw the club advertised. I had the PI and the meetings were out in the Showground so I went to a meeting and joined the club. Phil Lamour was the President. In those days the supreme car was the TR and the sedans were a bit looked down on and that's what prompted me to buy a TR6.

GB: Why did you sell the PI in the end?

BM: I sold the PI after I sold the TR6 and then bought the Stag.

GB: What prompted you to buy the Stag?

BM: The TR6 was a wonderful sports car, a beast of a machine and you had to dominate it. Susan did not like sports cars because of her hair being disheveled, and it was smelly, bumpy and hot. That's what prompted me to sell it and I bought a Stag.

GB: Where did you buy the Stag from?

BM: In 1999 we went for a club run down south, when I noticed all the members crowding around this green Stag. Everyone thought it was a wonderful car. I asked the owner Paul Burke, if he was interested in selling it. He said he was, so I arranged to buy it.

continued on Page 28



2.5 PI Mk1



TR6



Bruce and the much loved Stag

**NATIONAL MOTORING
HERITAGE DAY
Berry Showground
16 May 2021**



It was one of those days when every time that you turned your head there was something eye catching to see.



Spitfire



Mercedes 300SL (LHD)



There were 6's absolutely everywhere.



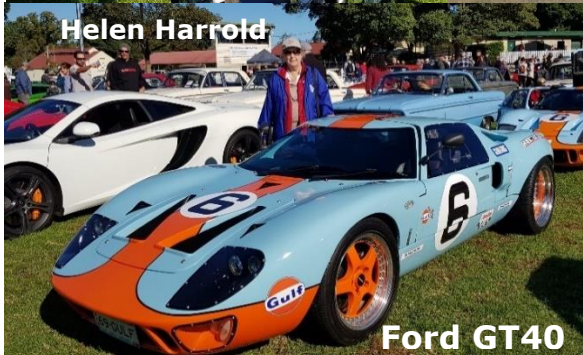
Joy rides were possible on this unbadged steam powered replica.

Jaguar
XXSS

My pick for the day Ed



**Volvo
PV 544**



Helen Harrold

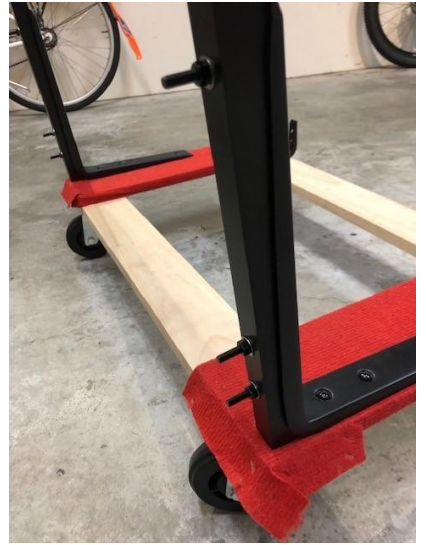
Ford GT40



DARRACQ
with owners in period dress



Only Steve Ralston could pack a 3.9L V8 into a TR6 and have it look this good (I want one !).



by

Mobile trolley/stand for detachable hardtop roof

TSOA member Tim Evans has built for himself a quite simple, and therefore fairly inexpensive, mobile stand for the convenient storage of the hardtop roof for his TR6. For as little as \$123 for materials from his local Bunnings store, an hour or two of his own time (donated at no cost) for assembly and a couple of scraps of clean carpet and "hay presto" (as Tim has put it) he has solved his problems with storage and maneuver of the hardtop.

(The complete explanatory details from Tim are available to members on the TSOA Facebook page.)



GB: Do you remember how much you paid for the Stag?

BM: Yes I do but I'm not saying because I'm embarrassed it was so low. I bought it at a very good price and I've had it now for 22 years.

GB: You worked for a while for club life member Neil Frazer in his car maintenance business at Ryde can you tell us something about that?

BM: Neil was President of the club and had moved his business to Ryde and I said I would help him by looking after the phones and other things, I didn't have much to do at the time I enjoyed it as it got me amongst Triumphs. I found Neil to be like a surgeon in what he did, everything was absolutely spotless in his garage. It was very interesting, and I learnt a lot. But he was such a generous man and I think some people took advantage of him by using his equipment and lifts without paying. I did that for some time until he sold the business, I still kept in touch with him.

GB: Over the years what part have you played in the life of TSOA?

BM: I was always an enthusiastic member, very much socially. I was never interested in racing because that was a very rarefied atmosphere for me. I used to go on runs and I became registrar and social contact for many years, but I never got onto the committee. In April 1988 the club put on a display at the Knox Motor Show, and I designed the display around an English park setting using back drops I was able to borrow from the ABC. The display featured Michael Pattern's racing TR8. We won first prize for our display. In March 1994 well known Triumph author Graham Robson came to Australia to promote his new book 'The Works Triumphs ". Susan and I hosted him at our home and I was able to drive him around in the PI. He gave a talk to club members on his book.

GB: Where you ever asked to join the committee?

BM: No, I was never asked.

GB: What have you done in the club that gave you the most pleasure and enjoyment.

BM: I got the most pleasure from just being a member and the social atmosphere and the help of people. It was and still is an

amazing club, in those early days everybody was so friendly. We made so many good friends, but some have died, There are still a lot that I keep in touch with. I miss Kaye and Laurie Placing now they have gone to South Australia. They were great company and dear Roger and Shirley Gates and Alan Wright and Renata are part of me.

I enjoy the Coffee and Cake mornings, and I have always been interested in Concourse and National Meetings. One of the great National Meetings was when you and I went to the Kangaroo Valley together and the Stag got first in its class in the concourse. The magazine has always been a great part of the club which I thoroughly enjoy reading.

GB: What changes have you seen in the club over the many years that you have been a member?

BM: It has updated itself which in some ways I'm not pleased with. Its membership is coming down a bit, the interest is not there from younger people as they want more modern sports cars. Our cars will become vintage, and interest will lessen.

GB: What do you see for the future of the club?

BM: I would hate to see it slowly fade away, but I think the way the world is now all car clubs will go that way except the exotics like Rolls, Maserati, Ferrari and other exotics, but as a member of the Royal Automobile Club since 1953 I don't see many of those old cars in the car park.

GB: What's the future for the Stag?

BM: I have left it to my son but if he decides not to keep it I hope it finds another owner who will also keep it for 22 years. I know my old PI is still used and very much loved and the TR6 is still loved. Both have gone to good homes and the owners are very interested in the car itself. My son restored a little old VW station wagon, and it was beautiful so he must have had an interest in cars, and he says he likes the Stag.

GB: Thanks Bruce for the opportunity to hear something of your life and I'm sure the club members will really enjoy reading it.

Geoff Byrne

THEY DON'T MAKE TRIUMPHS ANYMORE

Chapter 3 – What is the minimal factory?

Readers should remember that this pertains to 1980 and not the present day.

There are 40 productive weeks in a year and the last of the current year models roll off the line at the end of October. Anything produced after that becomes next year's model. The other 12 weeks are reserved for holiday close down, usually in the summer in August (northern hemisphere). Other weeks are lost to annual maintenance and the introduction of new models or model updates. This may result in new equipment and machinery being installed, worker training and pilot runs.

The minimum output required for a profitable factory is 128,000 units produced along four lines. These have to be produced in a 6 working day week with two shifts. Each shift requires 8 hours of productive time so a day shift will start at 7-00 am and finish at 4-00 pm after an allowance for lunch and two "smokos". This results in the Saturday shift being at overtime rates.

This means each roster produces 1,600 cars a week. As there are four lines in operation, each line produces 400 cars in that time. That means 8.33 cars roll off each line every hour or one every 7.2 minutes. That's quite achievable on paper but the British worker had trouble meeting this goal. By comparison, Japanese workers were turning out more than 10 cars per hour, sometimes 12.

The factory design is all important. Body pressing must be done on site together with painting. The cost savings in freight alone are significant and product damage is largely overcome. Where possible components are delivered to the factory floor rather than as individual parts. Imagine having to individually assemble the dash in each car on the production line instead of receiving a completed dash assembly and just bolting it in. When the cars roll off the line, they are parked under cover ready for shipment to be done as soon as possible. Quality assessment is done at every point along the line.

Our ideal factory employs 4,000 workers. This includes everyone from line workers, administration, sales and management. In 1980, the British car

worker was paid an average £6,000 per annum. This means the average labour input into a car is a mere £187-50 or USD \$363-75. It should also be noted that regardless of whether it is a Mini or a TR8, the labour cost variation is insignificant.

I guess you can now see where this is heading. The blame for closing factories in 1980 hasn't changed much to to-day. The closure of Ford and Holden were blamed on our local high costs, in particular labour. It's all a load of you know what.

Now let's analyse the individual costs involved. The TR8 will be used as an example. The US retail price for a TR8 in 1981 was USD \$11,000 plus delivery and on-road costs. The dealer margin was 10% or \$1,100 leaving a balance of \$9,900. The distributor margin is another 10% or \$990 leaving a balance of \$8,910. Freight and duties and taxes are based on the FOB price and works out at about 5% of \$8,910 which is \$445-50. The adjusted balance is now \$8,464-50. The factory wants a margin of 20%. In reality it will settle for 10% but an allowance has to be made to compensate dealers for exceeding sales targets, clearance sales and promotions. All up the allowance is \$1,692-90 in the hope it won't be used. We also need to allow for warranty insurance, marketing and research and development of new models. A further 15% needs to be set aside being \$2,538. The end result is the factory needs to make our TR8 for \$4,233-60. Remember our labour cost is only \$363-75, so in 1980 terms, do you think the car can be made for this price?

The answer is yes providing everything goes to plan. But good management will build in contingencies and find ways to make sure this happens. So, what cars would be built and where?

The Solihull factory was the most modern in the BL stable but it wasn't closed down because Land Rover and Range Rovers were being built. The next option would be Abingdon. Good management and a good workforce that didn't go out in wildfire strikes presented a good alternative. The downside is that a lot of equipment needed an update. As the Solihull factory had recently been upgraded, we know the cost will be in the region of £25 million. In the scheme of things, an acceptable cost but a year will be lost putting it all together.

How we deal with the workers and retain their goodwill will be a challenge. Some can be employed in the upgrade process and these jobs will be given to the key factory workers. Remember we have about 2,000 productive

workers, the rest are administration and the like who unfortunately are dispensable. All this adds about £12 million in further costs.

The cars to be produced will be an upgraded Dolomite and Dolomite Sprint and the former TR7 now known as the TR4 Series 2. There is a very good reason for this as will be seen in a future chapter. A TR4 Series 2 Sprint will also hit the market. During the factory refurbishment, marketing will be required to really deliver with no excuses. This will mean the establishment of a genuine dealer network right throughout Europe, the introduction of the Dolomite to North America as well as South America, a market previously totally ignored. The Dolomite is to take on the BMW series 3 head on. Sales of 32,000 Dolomites and 32,000 Sprints should be an achievable task providing marketing gets its act together.

Mazda sell about 50,000 MX 5's a year. So, selling 64,000 TR4's and TR4 Sprints is going to be a challenge but I do have an ace hidden up my sleeve. Remember the MGB was withdrawn from sale in October 1980. So too was the Spitfire and MG Midget. All these cars sold more than 64,000 units a year not counting the TR7. So, I'm predicting that there will be a market void that will need fulfilling. Also don't forget that the first MX5 didn't appear until 1989.

So, what price will they sell for?

To answer that we need to consider the specifications for the new models. The TR4 will retain the TR7 body with adjustments. 15" wheels with 5 studs and lower profile tyres to greatly improve handling. I want and demand Lotus Elan type handling. All round disc brakes will come as well. There is a cost to this but it's not going to be very high given the production numbers we are talking about.

We need better performance. By 1981, the Bosch/Lucas T Tronic injection system was working well and also met US emissions requirements. We now have a Californian TR4 with power back well over 100 bhp. Other upgrades will include the specifications planned for the cancelled 1982 TR7 such as colour co-ordinated bumpers, electric wind-up windows, oil pressure gauge and the clock moved to the centre console. Finally, some additional real colours, French Racing Yellow, Italian Racing Red and White to be devoid of any cream. You have also guessed correctly that the TR4 Sprint will have the 16 valve head and fuel injection. But this will whet your appetite, a Turbo as well. I want 150 bhp, nothing less.

Given the performance will be far superior to the TR8, it's not unreasonable to expect a retail price to match at USD \$11,000. This is far cheaper than the Datsun Z model which by 1981 had become a fat and lazy boulevard car. Other competitors such as the Corvette, Mustang and Porsche 924 were closer to USD \$15,000.

The standard TR4 Series 2 would obviously be cheaper and in line with TR7 prices at USD \$8,999.

The Dolomite Sprint would be the same price as the TR4 Sprint and the Dolomite the same as the standard TR4 Series 2.

The Dolly would receive similar upgrades to the TR4 – wheels, handling, brakes and performance. As soon as possible, adjustments to the body would be introduced such as a sloping windscreen to enhance aerodynamics and fuel consumption.

The ace up the sleeve. Triumph and Honda came together as far back as 1977 and the result was the Ballade. I would get Honda to manufacture all my engines, transmissions and drive trains in Japan under license and ship them to the UK for assembly. This will result in a huge leap in quality and customer satisfaction as well as massive cost reductions. All other components will be sourced from either Europe or Japan. The only UK components will be the body shells made on site. Joseph Lucas is banned from the site. As a further vote of confidence, a two year 24,000 mile warranty will be provided. If that doesn't bring buyers in a rush, nothing will.

The next chapter will have a look at the financials. We mustn't forget we are in this to make a profit.

Michael O'Brien



Colin Allerdice's latest barn find.

MINUTES OF THE 688th GENERAL MEETING OF THE TRIUMPH SPORTS OWNERS ASSOCIATION (Ecurie Triumph) NSW

Held on Tuesday 11th May 2021 at Carlingford Bowling, Sports and Recreation Club Carlingford.

Chair: President - Lorraine Mooring

Minutes:

Secretary – John Whittaker

Meeting commenced at 7:35 pm.

Welcome: Special Guest Speaker Spencer Martin and David Williamson.

Apologies: Jennie Campbell; Craig Sankey; Brett Gilles; Ken Peters; Lindsay Day; Bruce Meppem; Brian Richards.

Minutes of April GM: Acceptance proposed by Allan Wright; seconded Geoff Byrne. Accepted by the meeting.

President: Lorraine Mooring

- A quiet month. Visited the night CSCA Supersprint at SMSP Amaroo Circuit. A good night under the lights.
- The last coffee and cake attracted an excellent attendance – another popular event.
- Our forthcoming 'All Triumph Challenge' weekend in Goulburn 18/19 September needs expressions of interest asap to enable Glen and Ken to move ahead with the organising of both the social and the track events. Please register interest asap.

Vice-President: John Stokes

- The ATC weekend in Goulburn is going ahead. The format of the track event is suited to anyone with an ordinary Triumph. Requirements are minimal and include a fire extinguisher, helmet (loans available) and long sleeves and closed shoes. It is a regularity event, not a race meeting. Please refer to the excellent description of the event written by Glen Coutinho in May TRead.
- The All-British Display Day at The Kings School is on Sunday 17th October. This is also our concours event. Plans are being made for a display preparation workshop in August. Contact us to register.
- The trip to the SA National Meeting has been planned. We leave on Monday after the Kings Day.

Secretary: John Whittaker

- Correspondence has been very quiet this month.
- Had one website enquiry regarding values of Stags in various levels of repair. No reply returned to my suggestions....
- Apologies to Bruce Meppem regarding his question about access to the By-Laws – we are in the process of updating them on the website and are working through a few access glitches. In the meantime, the folio is available in paper form on request.

Treasurer: Laurie Bromley

- Report covering period 13th April to 10th May tabled for the records.
- Total funds at 10th May - \$69,350.24

Competition: Allan Cameron (Ken Peters absent)

- Participated in the night Supersprint at SMSP. Driving under the lights a good experience, easy to drive, parking lights only allowed (and req'd). Thomas Derwent drove his TR7 very well. Aply supported by Kerry (Mum) driving the tow car up from Moruya.

Social Coordinator: Geoff Batty

- National Day of Motoring run to the big display at Berry coming up on Sunday 1st May. Quite a few cars registered for the event. Early start meeting at Heathcote to be in position on the park at Berry by 9:00 am. Please advise any more entries. A lot of cars coming up from the South Coast Clubs.
- Run to Warragamba Dam is on Sunday 6th June. Register for the event if coming. Meet at Luddenham but lots of road and earth work so do your homework on road closures.
- Donald Healey's 'Birthday Bash' is on at Parramatta Park on Sunday 11th July, run by the Austin Healey Club.
- Xmas in July is always popular so register early for this occasion. Held again at the Carrington Hotel in Katoomba on Sunday 18th July.

Editor: Jeff Breen

- TRead is getting plenty of contributions. Please keep them coming.
- Beware an email scam from "MyGov" containing hyperlinks. Note Government Depts. never send out hyperlinks to

anything. Plenty of other more sophisticated scams are around.

Pointscore: James Rose

- Again, look in the calendar for 'stuff' to attend and register early to get the points.

CMC/Membership/Concessional Registration Officer: Norbert Nieuwenhuizen

- 2021 is the 60th birthday of the TR4. Pride of place at the Shannons Classic on Sunday 15th August. Need another TR4 for the grid line-up. More tickets available at \$25 per car.

Regalia: Tony and Lyndon Moss

- Plenty of 'stuff' for purchase. See Lyndon after the meeting.

Coffee and Cake Coordinator: Keith Higgins

- Next on Wednesday 26th May at 'Vanilla Crème' Annangrove. (and it is dog friendly!)

Webmaster: Eric Hanich

- Doing plenty of 'stuff' on the website refinements. Enjoy.
- Have created log-in registration sheets for all events – give them a try. At present only up to July events.

GENERAL BUSINESS:

Lorraine Mooring – Keith Higgins has donated a brand new metal Triumph Sports Owners badge for auction and a set of three car plaques.

Geoff Byrne – If coming to the fuel injection workshop on Saturday please wear sensible shoes and clothing. Must register your attendance for the workshop asap.

Mark Larmour – has a quantity of sedan 'TC' badges available for free.

John Whittaker – Reported on John O'Neill's health in WA. Doing ok with three dialysis days per week, recovering well from a stent fitted in his arm, even better now he has been able to get his weekends back for leisure and TSOA WA events. A few dramas with weber filters on his Spitfire – the rubber grip rings had gone all gooey after 10 years – surmised probably imperfect material. Sends his best regards to everyone. Has been a Dad away from Dad for my son Hamish now working in WA.

Colin Allerdice – Reported on Ernie Schmatt progress after severe cancer operation. Ernie is making a good recovery, sends his best

to everyone and hopes to be out and about more, maybe even Sunday at Berry.

Special Guest Speaker: Spencer Martin.

Spencer was ably supported by David Williamson with a Q&A type conversation featuring photos and discussion of Spencer's racing life. Provided everyone with fascinating insights into a remarkable career.

Spencer's new book was well received with many being purchased on the night. The Club has purchased a copy for the library and will be available for loan by contacting Ken Peters.

Meeting closed at 8:47pm.

Next General Meeting to be at this location on

Tuesday 8 June at 7:30 pm.

Please advise the President if wishing to attend.

9652 0664 / 0410 468 663

Hunter Happenings

TSOA Hunter Area Meeting 4 May 2021

Present: Daniel Herringe, David Hynes, Michael Debono, Barry Prasil, David Walshe, Rick Schmalzer, Bryan Mclean Graham Paterson, Terry Burns, Bill Burns, Michael O'Brien, Alan Watson

Apologies: John Derrick, Ian Lovi Wayne Wheaton, Steve McGill, Chris Lancaster, Rowan Burns, David Walshe, Rob Guyder, Michael Markey, Chris Johnson, Doug Brodie Damien Whittaker, Bruce Milner

Events on the horizon:

16 May 2021 - 10am Breakfast/Brunch Run Shortland Wetlands Spoonbill Cafe

20 May 2021 - 10am Coffee and Cake Maddz on York 40 York Street, Teralba

16 June 2021 - 10am Coffee and Cake Cafe@Mortels 1 Weakleys Dve Thornton 2322

20 June 2021 - Euroday Car Festival Newcastle East

17 July 2021 - Christmas in July Newcastle contact David Walshe

21 July 2021 - 10am Coffee and Cake Medowie Macadamias 672 Medowie Road, Medowie 2318

31 July 2021 - All British Day Newcastle Newcastle East

1 August 2021 - Graham Pinkstone Memorial Run

General Business

David Walshe: David attended the Speers Point Car display featuring Jaguar, Corvette and other cars.

Graham Paterson: Graham attended the Coffee and Cake Toronto event and on the way home had trouble with the SP250 stopping ...unexpectedly. Graham was touched by the friendly assistance provided by Rick Schmalder and an unnamed member of the public who was a motor enthusiast. Their focus was on the SP's fuel pump but when the unnamed member of the public began to brandish a large adjustable spanner, Rick Schmalder made his exit. The unnamed member of the public assisted buying Graham a new fuel can and fuel. Eventually the SP started again, and Rick Schmalder had returned in working clothes to help Graham. Furthermore, the NRMA arrived and the serviceman by chance known to Graham, saw him safely home. Graham thanks all those who helped.

Michael O'Brien: Michael related how his 2017 Mitsubishi Mirage was written off recently when a large bull barred Hilux negligently drove into its stationary rear. Fortunately, Michael's daughter is now fine.

David Hynes: David's Stag has been out once and while going like a rocket, has inoperative overdrive. David handed Terry Burns a substantial collection of TR4 publications he luckily acquired from another TSOA member. David was most disappointed with an Anzac Day Service he attended. It appears there was a lack of planning and interest had been devoted to an event normally enjoyed by David.

Bryan Mclean: Bryan reported alternatively a great Anzac Day event at Wangi where Bryan was invited to be the "eyes" of a Bren Gun Carrier as it was part of the procession. Bryan handed around his phone showing the photo. It was as if Max Dupain had come back

to life capturing this classic shot. The photo shows Bryan looking rather formidable at the front of the Bren. Adroit and concentrating on the task at hand. Bryan explained that the actual driver of the Bren only had a small aperture to look through.

Rick Schmalzer: Rick has been working on his boat project and is seeking a small outboard to power it. He also is wishing to have his Dad's war medals arranged over which he was given a business name.

Bill Burns: Bill did not want to steal his son Terry's thunder.

Barry Prasil: Barry is participating in a Variety Bash and has not had much involvement with his Stag. Though he is aware that a plug entering the alternator has disintegrated and he has to remove the power steering pump to access it. Barry has sent some links to the Variety event and they appear hereunder.

Daniel Herringe: It was great to see Danny after the events of 2020. He told us that the GT6 has been improved with a re-cored radiator, electronic ignition and brake overhaul. Danny then proceeded to spellbind everyone with a great story from his days in the RAAF, whoever knew. Danny was responsible for training the RAAF Police Alsatians and the hierarchy thought it was a good idea that the dogs have the capability of being lowered from and subsequently lifted back into an Iroquois helicopter. Unfortunately it fell to our hero to be the initial trial. As Danny described the dog being strapped in a harness across his chest, the dog once seeing the great expanse underneath the Iroquois, the dog was reluctant to leave the safety of the floor. With some urging the dog and Danny were in a controlled descent to the Earth. When elevated back to the Iroquois, the dog was concerned to be boarding. The Pilot began to swear and the craft was in some jeopardy as it began rocking with the collective weight of Danny and the Alsatian wrestling. Eventually they were both back in the Iroquois, Danny going on to later own a GT6 !

Michael Debono: Michael continued the helicopter theme going back to 1994 when he was a Detective in the NSW Police performing a Joint (boom boom) Operation to remove Marijuana being grown in National Parks. Michael's workmate, young Peter, a first grade Newcastle comp footballer refused to be winched down. Michael had no compunction but at the end of the day after removing several plants was duly dunked in the Pacific Ocean by a National Parks and Wildlife pilot Michael describes as the Roger Rogerson of National

Parks and Wildlife. Michael reports that a Colortune device bought at a garage sale has really improved the running of his TR3A and the MGB. Though he is battling an issue with the MGB with an intermittent charge to the battery.

Alan Watson: Alan attended the Coffee and Cake run to Toronto recently. His TR6 is going to David Clarke at Rydalmere shortly to address a rich mixture.

Terry Burns: Terry reports that his TR4A is back running after he found a loose connection in his distributor. Rowan is replacing the TR3 with a different engine when it became known that the block originally contemplated was found with some cracking.

As mentioned last night here are some links for the bash I am doing:

- Fundraising page:
<https://fundraise.varietynswact.org.au/fundraisers/bashcar44>
- Tracking page:
<https://www.facebook.com/groups/286382558762446>
- General Info on the bash:
<https://www.variety.org.au/bash/events/variety-nsw-bash/>
- Family Fun day on our return:
[Variety Family Fun Day | Newcastle Foreshore Park - Variety](#)



**Triumph Sports Owner's Association
(Ecurie Triumph) of Australia (NSW Branch) Inc**
**Life Members – Ray Cook, Neil Fraser, Roger Gates, Ken Hannaford
Graeme Laurie, Grant Turnbull, Graham White, Geoff Byrne**

SYDNEY CONTACTS TSOA – PO Box 200 Gordon NSW 2072 Website: www.tsoansw.org.au	GENERAL MEETING 7.30PM 2 nd Tuesday of each month Carlingford Bowling Club Cnr Pennant Hills Rd & Evans Rd Carlingford	HUNTER GROUP 7.00PM 1 st Tuesday of each month Club Macquarie 458 Lake Road Argenton
Email Address: tsoansw@hotmail.com	Facebook Address: www.facebook.com/TSOANSW	Westpac Bank - TSOA BSB: 032-081 Account No: 910909

CLUB COMMITTEE

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CSCA – Combined Sports Car Association	TBA		
	Brett Gilles	0410 511 630	brettgil@iinet.net.au
CMC – Council of Motor Clubs	Norbert Nieuwenhuizen	0415 207 748	Membership@tsoansw.org.au
All British - Association of British Car Clubs	Craig Sankey	0417 286 903	sankey.cj@gmail.com

Note: These club 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.

OFFICE BEARERS

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TR2/3/3A	Roger Gates	0418 112 541	Allan Wright	9451 0165
TR4/4A	Bob Slender	0407 284 548	Bruce North	4297 4917
TR5/6	Geoff Byrne	0418 409 170		
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		

1. 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. Committee Meetings are held each monthly, usually the Monday following the general Meeting.

MAGAZINE ADVERTISING –
Contact Editor

Classifieds: Two issues
Up to 5 lines. Photo/s at editor's discretion
Free to members; non- members, \$10

Display ads: Yearly rates, 11 issues.
Full page (130x180) \$450, Half page \$225 (130x90)
Quarter page (65x90) \$125 / \$60 to members.

Advertisers receive 11 complimentary issues of the magazine except members 'quarter page advertisers who receive the magazine as part of their membership only.

CLUBMAN POINTS FOR MAGAZINE ARTICLES

Clubman points are awarded each month for articles published in **TRead** as follows:

- 10 points for all original articles of substance.
- 5 points for all other articles.
- 5 points for photos or as judged by editor.

Deadline for articles/photos is the 25th of each month (unless otherwise highlighted elsewhere).

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My neighbour just banged on the wall at 4:20am, can you believe that? Lucky I was still up playing music.

He banged and shouted, "Can we have a little respect please?"

So I shouted back, "I'm not a big Aretha Franklin fan, but ok this one's for you".



TSOA NSW EVENTS CALENDAR

(as at 26 May 2021)

Notes:

Attendance must be pre-booked with the organiser.

Hunter Group Events - check in via Alan Watson.

Events on this calendar are registered club trips - logbook entries are not required.

Details are listed in 'Coming Up Trumps'

'Other Events' are listed elsewhere - these must be log-booked for HVS and CVS vehicles attending.

Events marked () are Clubman Points events.*

TBC (to be confirmed); TBA (to be advised)



JUNE

- Tues 01 Hunter general Meeting* -
Alan Watson - 0418 662 114
- Wed 02 TR Register Coffee and Cake -
John McCormack - 0413 312 134
- Tues 08 General Meeting* -
Lorraine Mooring - 9652 0664 / 0410 468 663
- Sat 12/13 Ecurie Triumph* SMSP -
Geoff Byrne - 0418 409 170
- Wed 16 Hunter Group Coffee and Cake - Café @ Mortels -
Ian Lovi - 0428 396 849
- Sun 20 Social Run* - Warragamba Dam Visit -
Geoff Batty - 0428 242 597
- Sun 20 Hunter Group Social* - MGCCHR - 'Euro Motorfest' -
David Walshe - 0409 885 342
- Mon 21 Committee Meeting - LM - (TBC)
- Wed 30 Coffee and Cake - Keith Higgins - 0409 656 577

JULY

- Tues 06 Hunter General Meeting* -
Alan Watson - 0418 662 114
- Wed 07 TR Register Coffee and Cake -
John McCormack - 0413 312 134
- Sun 11 Social Run* Donald Healey's Birthday (TBC) -
Geoff Batty - 0428 242 597
- Tues 13 Sydney General Meeting* -
Lorraine Mooring - 9652 0664 / 0410 468 663
- Sat 17 CSCA Super Sprint*- Round 4 - Marulan -
Glen Coutinho - 0418 640 188

NOTE: Fri 16 to Wed 21 Club Run scheduled travel Xmas in July

Sun 18 Xmas in July* - Carrington Hotel Katoomba -

Geoff Batty – 0428 242 597

- Mon 19 Committee meeting – LM – (TBC)
Wed 21 Hunter Group Coffee & Cake – Medowie Macadamias
Ian Lovi – 0428 396 849
Wed 28 Coffee and Cake – Keith Higgins – 0409 656 577
Sat 31 All British Day Newcastle* - details tbc
David Walshe – 0409 885 342

NOTE: Sat 31/07 to Mon 02/08 Club Run scheduled travel for Pinkstone Run.

AUGUST

- Sun 01 Social Run* Pinkstone Navigation Run –
John Whittaker – 0425 371 640
Tues 03 Hunter General Meeting* –
Alan Watson – 0418 662 114
Wed 04 TR Register Coffee and Cake –
John McCormack – 0413 312 134
Tues 10 Sydney General Meeting* –
Lorraine Mooring – 9652 0664 / 0410 468 663
Sat 14 CSCA Super Sprint*- Round 5 – SMSP GP Circuit –
Glen Coutinho – 0418 640 188
Sun 15 Shannons Day* SMSP –
Norbert Nieuwenhuizen – 0415 207 748
Mon 16 Committee meeting – LM – (TBC)
Wed 25 Coffee and Cake – Keith Higgins – 0409 656 577
Sat 28/29 Ecurie Triumph* Wakefield Park –
Geoff Byrne – 0418 409 170

SEPTEMBER

- Wed 01 TR Register Coffee and Cake –
John McCormack – 0413 312 134
Tues 07 Hunter General Meeting* –
Alan Watson – 0418 662 114
Wed 08 TR Register Coffee and Cake –
John McCormack – 0413 312 134
Sun 12 Social Run* Ladies Day – Megalong Valley Tea
Rooms – Geoff Batty – 0428 242 597
Tues 14 Sydney General Meeting* –
Lorraine Mooring – 9652 0664 / 0410 468 663
Sat 18/Sun 19 CSCA Super Sprint* Round 6 TSOA / ATR –
New Regularity format to suit everyone –

CLASSIFIEDS

FOR SALE:

- **WIRE SPOKED WHEELS** suit GT6 (or other)



- 4 x chrome wire wheels 13x5 1/2 inch
- 1 x painted wire wheel – 13x4 1/2 inch.
- 4 x hubs + spinners
- **PRICE: \$850 the lot**
- **CONTACT: Graeme Corbett – H: 02 62994920 or M: 0437 679 497 email: gicorbett@bigpond.com**

- **TRIUMPH TR close ration gearbox**



- I built this gearbox in 2012 for Wes Dayton as a spare gearbox for his race car, however it has never been used. It has a Rimmers close ratio gear set with a 1x23 input spline so you would need a matching clutch plate. The box was completely rebuilt with new bearings and seals. It will **fit any TR 2-6**, and a sedan with an extension housing changeover (which can be arranged). It would also fit a **GT6** as an upgrade. Being sold on behalf of Wes Dayton. **PRICE: \$2500**
- **CONTACT: Geoff Byrne 0418 409 170**

FOR SALE:

- **The new LED bulbs** to fit the warning light cluster are finished and should be available for the next meeting . Do it once replace them and then drive with peace of mind. There are 8 bulbs per set, and I could only make 100 sets so first in best dressed. If there are any leftover after TSOA NSW then they will be offered to other clubs .
- **PRICE: \$40.00 per set,**
- **CONTACT: Keith Higgins - info@aodaustralia.com**



FOR SALE/AUCTION:

- A rare opportunity to purchase this much sort after metal Triumph Badge – Brand new – Unmarked Made in England. This badge has been donated by Keith Higgins



- Collection of three commemorative wall plaques made in the UK - 28cm X 14cm each – plastic – Donated by Mark Larmour.
- Make an offer via secretary@tsoansw.org.au or via any Committee member. Proceeds from the sale of these items will go to TSOA

FOR SALE:

- 1977 Stag manual with O/D.... \$21,000 ono



- VIN LD45562OK, among the last 200 Stags made.
- An original car with no rust.
- Standard motor but with larger radiator (I believe).
- Comes with a hard top (in disrepair) and a soft top (very shabby), both supplied loose. The chrome work is in great condition and has 5 new tyres.
- Currently registered on club plates 02185J until 13 May 2022, however club plates are not transferable, so no rego is included in the sale. It does demonstrate however that the vehicle can achieve a roadworthy certificate. This vehicle is known to Dave Clark.
- **Contact: Geoff Murphy** <geoff_murphy@outlook.com>

