

# ***TRead***

***August 2021***

**Official Journal of Triumph Sports Owners Assoc  
(Ecurie Triumph) NSW Branch Inc.  
[www.tsoansw.org.au](http://www.tsoansw.org.au)**



**Editor's Note1:** In compliance with current COVID-19 rules and regulations, this August edition of **TRead** magazine will not at this time be produced in hard copy (printed) and distributed to members. A decision to print and distribute those editions of **TRead** withheld in similar manner will be considered by the committee when circumstances permit.

**Editor's Note2:** The current lockdown and subsequent cancellation of all club activities – social and motorsport - make it very difficult for your humble editor to put together a meaningful monthly magazine. Please search your memories for memorable road trips, a special event attended or any humorous incidents (preferably at the expense of a fellow TSOA member) and help me out by submitting an article or two for publication. Colour photographs would be greatly prized, those suitable for the front or back covers pages and especially for the centre spread pages.

ed.



Front Cover: Project Doris is back at home ... see page 20

Back Cover: No details available, the member who contributed the photo simply said ... "I want one". Photo from by Classic Car Duration

# President's Report

## August 2021

**Lorraine Mooring**

*Greetings everyone*

Having been in contact (by phone only) with several club members over the last few weeks, it seems as if our beloved Triumphs are receiving lots of care and attention while they remain safely locked down.

As Jeff puts this current magazine to bed, we, once again, are unable to predict when it will be safe to resume our regular meetings and activities. We are in constant touch with those organising all upcoming social and motorsport events, please check the TSOA website for up to date information and any cancellations.

My time has been spent in cross checking the Vehicle Registration details of all cars listed in the TSOA records. It has been interesting to note that over the years, some members have bought and sold cars of the same Marque, replaced engines, and transferred the number plate between these vehicles (legally of course). As a result, to identify the correct vehicle I need the Commission Number which is often missing from the record.

Over the coming months I plan to email members with the details I have and ask that you check my record and provide the missing details if possible. This applies to cars that you have already sold as well as your current vehicles.

In the last magazine we offered for sale the metal Triumph badge and having received only one bid I can advise that it now belongs to new member Ross Reichardt. Thank you Ross, I will get it to you soon.

At this stage it seems that Sydney will be in lockdown for the immediate future and we will keep the online calendar updated with all cancellations as soon as they are announced. Please ensure that you check this before starting out – you will need to register for all events once we are allowed out again.

I look forward to seeing everyone out and about ... eventually!

In the meantime, stay safe.



**..... Lorraine**

# Secretary's Ramblings

*John Whittaker*

**R.I.P. ROB ALLEN (Sprite Car Club)** - Very sad news from The All-British Assoc. of Rob's passing on Tuesday 20 July, after a long battle with cancer. Rob was the chief architect of the ground plan for the All-British Day at the Kings School. Craig Sankey and I worked in close liaison with Rob and Sharon and he will be sadly missed.

**SPITFIRE MKIV** - I was contacted last week by Allan Evans, Register Secretary of Newcastle MG Club, with news of a MkIV Spitfire in need of restoration and a good home. The car is complete and is in 'as is' condition as when it was driven to and parked in a shed a few years ago. The car belongs to a friend of his and is located at Lemon Tree Passage. Allan was seeking more information and photos. He was not aware of any other details, like 1300 or 1500; colour; condition of panels and soft top etc. If you might be interested, give Allan a call 0412 170 871.

Be interesting to have a swing axle MKIV in the club and one that may not take much work to get it 'swinging' around the block...

**MOTORSPORT AUSTRALIA (CAMS)** are running a ZOOM meeting for club reps on Thursday 29th July – topic focus is insurance and compliance issues. Although the agenda is specifically dealing with speed and competition based insurance, there is possibly significant overlap in that grey area between Competition and Social Event Insurances that we are paying \$5 for. I'll bore you all with the outcomes in September TRead.

Background: TSOA have two insurance packages – 1. Motorsport and Affiliation with Motorsport Australia for anything where a stop-watch is involved. 2. A J Gallagher Public Liability, Director Liability and Voluntary Worker Insurance for anything which is not a timed event. At first glance seems simple enough except that when monies are paid for cover there are bound to be a few questionable circumstances with events that require pre-event approvals etc.

**NEWS FROM SCOTLAND** – Going stir crazy not getting out and about but finding ways to entertain at home (bonnet up) making repairs and improvements. Of real concern for anyone with a swing axle Triumph is the proximity of the rear brake hoses to the drive shafts particularly if the car has been lowered. HINT – look for shiny rub marks on the shafts and evidence of touching on the braided brake hoses. This may only occur when the car is driven over bumpy surfaces or on hard corners where the axle comes up and touches the fixed position hose. Suggest supporting the hoses on the Spitfire with loose loop cable ties around the spring. (done)

**EVENT CHANGES** – Again a reminder, please check the calendar frequently for amendments during restrictions. Go to [www.tsoansw.org.au](http://www.tsoansw.org.au)

**Also note** that TRead will only be published on-line for the time being to protect our distribution team from the possibility of infection handling hard copy postage items.

**Go The Swing Axles ...when we have somewhere to take them.**

**John W**

# Club Regalia

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# Notice Board

## • TSOA Vehicle Registration Database

### **Are you aware of the history of YOUR Triumph?**

The purpose of the Vehicle Registration Database is to keep track of the whereabouts of all Triumphs that have belonged to members of the club. We have details of cars going back to the very earliest days of the NSW club. SADLY, many of these have not been updated when vehicles were sold, registration plates changed or new engines installed. Some no doubt have become donor cars and should be listed as such.



During lockdown I have been cross-checking the over 900 forms submitted by members since the records began

and find that approx. 2/3 of the current members have already provided details and updates on their cars. Most popular are Stags followed by the TR6's and then 2500's. In some cases I can identify 3 or 4 owners of the same vehicle. Unfortunately, many forms only list the Marque and Rego number which means that I cannot match the cars correctly.

The details we ask for on the Vehicle Registration Form include the history of the car, including colour changes, modifications, previous owners, and most importantly – Engine and Commission Numbers. It would also be beneficial to know where the car ended up when sold, particularly if to an interstate buyer as we may never see that car again in NSW.

If you have not already completed one, the **Vehicle Registration Form** is available on the TSOA website and allows you to upload a photo of your car for inclusion in the records.



# Notice Board

*What if my car is a race car and unregistered?*

If it is a Triumph, then we certainly want it included.



Please be advised that the information contained on the database is retained as being **STRICKLY CONFIDENTIAL**, and that at no time would we pass on your details to other members **WITHOUT YOUR CONSENT**.

**Lorraine Mooring**  
**Vehicle Registrar**

## • New Members

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

- **Martin Hill** with a **TR7**,
- **Shanti Dhangsi** with another mighty **Stag**, and
- **Shaun Tuffin** with this smart looking **TR6**



# Notice Board

## • Concessional Vehicle Registration

There appears to be a little confusion for a few members who have their cars registered under the RMS's Concessional Registration Scheme.

Note that the vehicle registration process is administered by Services NSW using paperwork issued by Road and Maritime Services (RMS). For my ease in typing this article I will continue to use the RMS reference.

A confusion may arise with the RMS Historic Vehicle Declaration Form which is required for each annual registration. The second dot point at the top of the form states that "A Safety Check report must be provided if the club is less than two years old." This stipulation is only partly correct, Item 3 on the form has two sections, the first calls for a Safety Check report for the club to confirm that "The vehicle is in a safe operating condition." Our club DOES NOT sign this section of the form. A second section of Item 3 requires a Safety Inspection report number and date to be inserted. This is the usual Pink Slip registration check obtained from any authorised service station. This information is to be inserted by you the applicant. TSOA does endorse vehicle eligibility for historic classification at Item 4 and adds the club stamp here. This club signature and stamp is what you need for the RMS and a successful concessional registration.

Below is what you need to do, to have the authenticated documentation required for either the HVS or CVS concessional registration schemes:

- For the first registration under the HVS or CVS you will need the **Application for Conditional Registration** form and an **Historic Vehicle Declaration** form, both are available online from the RMS website. The form may be completed online and printed out at home.
- For the **HVS** you will need to have Historic Vehicle Declaration form signed and stamped by the club, I am the club's Responsible Person for Item 4 on the form.
- This form and the Safety Inspection Report or **Pink Slip** must be submitted to the club for signature and stamping - *no pink slip no processing of the form by the club.* If your car is standard and as per factory specifications, a signed and stamped Declaration form and a fresh Pink Slip are also required for annual renewals.
- If your vehicle is not standard specification or is modified in some manner than it must be registered under **CVS**. The process is the same deal as for HVS except that in the first year you require an Inspection Report from an Authorised Inspection Station or **Blue Slip**. After the first year of registration the more standard Pink Slip is sufficient for subsequent CVS renewals.



# Notice Board

- With the CVS form I only stamp that, it then must be counter stamped and signed by the CMC. Refer to their website for all the information on what you need do to comply for them and how to mail your form. Go to <https://www.councilofmotorclubs.org.au/>
- Also note that the RMS will not accept photocopy of the club's signature and stamp on your form. The best practical way for us to manage this is for you to complete your form and to email it to me with a copy of the pink slip. I will then sign and stamp your form and 'snail mail' it back to you. Allow sufficient time for this to happen. This is the fastest way for you to have both the original firm and the original pink slip for your trip to Services NSW/RMS.
- For the first time only, you must sign the club rules acceptance and send to me the signed last page.

In compliance with RMS requirements TSOA maintains a data base of all the cars that are on concessional registration. Details recorded are your name, address, club badge number, type of car, mileage, number plate and whether you have signed the club's rules. This is updated every year when renewals are processed. You are required to sign the club's rules acceptance only the once. We also need the name of your insurer as all cars must have the minimum level of third-party insurance.

If you need any more information or assistance, please drop me a line or give me a call (at reasonable times please)

**Norbert Nieuwenhuizen**  
**Concessional Registration and Membership Officer**  
**0415 207 248 or [Registration@tsoansw.org.au](mailto:Registration@tsoansw.org.au)**

## FROM THE LIBRARY

Although we are currently (temporarily) not having our regular monthly general meetings I can still help you with anything from the library. Just let me know by email what you are looking for, I will get back to you and we can discuss how we get the publication to you. If it is sufficient for your purposes, I would be happy to photocopy technical information or specifications and then email that to you.



**Cheers .... Ken Peters Librarian**  
**0417 676 199 or [kenp7@bigpond.com](mailto:kenp7@bigpond.com)**

# Notice Board

## • All British Day update

**The 17th of October is the confirmed date for the 2021 All British Day at The Kings School Parramatta**

This is always a great day to show your car, view other classic British cars and to share stories with other car enthusiasts.

This is also TSOA's annual Concours Event, so time to get those Triumphs gleaming.

The Kings School Fathers will still be organising and providing BBQ and Coffee stalls. The usual stall holders have been advised.



As mentioned in previous editions of **TRead** the All British Day will be a stand alone event this year as The Kings School Art Exhibition and Fair will be scheduled for a different weekend.

Gates will open at 7am and all cars are to be on the Oval by 9:30am. At this stage the car show will end at 3pm when cars will be able to depart from the oval.

For this event to run smoothly two marshals are required from each Club to help for approximately 2 hours on the day. This can be at setup or closing down times, if available please let me know.

Tickets can be purchased for \$10

- From TSOA at any monthly meeting at Carlingford (cash payment)
- Or via the TSOA website and picked up at the next monthly meeting or alternatively posted to your address.

As is the new normal in these COVID times members attending will be required to Register to Attend the All British Day, the link below will take you directly to the TSOA where you may enter your details:

<https://www.tsoansw.org.au/register-to-attend-all-british-day/>

Any questions or further information required please don't hesitate in contacting me.

**Craig Sankey**  
**0417 286 903 or Sankey.cj@gmail.com**

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



# Motorsport Report

Glen Coutinho

Welcome to the motorsport report for August 21. If there was nothing much to report in the last month, July was even worse with COVID playing havoc with everything, motorsport included. Numerous events have had to be cancelled across July and now August, events in September have a question mark over them and are dependent upon whatever Covid restrictions may or may not be in place at the time. MRA have had to cancel their last round at SMSP and most recently had been hoping that the next round at scheduled for mid-August at Wakefield would go ahead – this has now also been officially cancelled.



At this stage the Victorians are full steam ahead with their **All-Triumph Challenge at Winton on the 15<sup>th</sup> of August**, however as always, subject to the prevailing COVID restrictions. Recent announcements by the Victorian premier (*I can never remember the name? ed.*) would suggest that Winton may proceed, NSW participants will not be permitted to cross the border!!

I also note that the HSRCA round at Morgan Park in Queensland scheduled for July has now been postponed to September, I know some of the Group S racers were due to go up there for that round.

At this stage, the current status for **CSCA Supersprints** is:

- **MG Newcastle Round-4: 17th July Pheasants Wood: CANCELLED** - hopefully this event may be rescheduled??
- **Morgan Round 5: 14th Aug Gardner SMP: CANCELLED** currently we are waiting for more details from the Morgan Club
- **TSOA Round-6: 18th Sept Wakefield Park:** Currently still scheduled to go ahead but subject to any future COVID restrictions.

While we may complain about our current circumstances spare a thought for the businesses who have been affected by the current situation. I was speaking to a race tyre supplier recently, to cancel an order, he mentioned how hard this has affected him with numerous events cancelled having played havoc with his business, upon which he depends on for a living?

While in one sense this has had a negative impact on many, looking at the positive, I can't remember a year where I have spent so little \$\$\$ on racing. While the race cars have been sitting idle unused in the garage, they are not using tyres, brakes, fuel, entry fees etc, etc, etc. So, plenty of time to catch up on those little things that we have wanted to do but never had the time to finish off. None the less, watching the F1 and the V8 super cars over



the weekend, I have to say that I am missing the racetrack and the all the fun it generates. I am sure that like me, all of you die hard racers can't wait to get back on the track once things get back to some kind of normality.

In the meantime, the next scheduled CSCA Supersprint (fingers crossed!) is the **TSOA Round 6 at Wakefield Park on Saturday the 18<sup>th</sup> of September, followed the next day by the ALL TRIUMPH CHALLENGE on the Sunday 19<sup>th</sup> of September,**

So, what is the **ALL TRIUMPH CHALLENGE** you ask? It's a cross between Regularity and a Supersprint and is exclusively for **TRIUMPHS ONLY**. Below is a little more information that will hopefully get you interested.

- The event is open to any Triumph, it does not matter what you have done to your car or how much you have modified it, if it wears a Triumph badge and it looks like a Triumph, it can enter the ATC.
- What do you need? You will need a CAMS LS2 license (we are currently working on a day license, not sure it will happen but more to come on that note), if you currently Supersprint or run in regularity you can run in the ATC. As a minimum you will need a helmet, appropriate clothing, long sleeves and closed shoes, if you have a race suit or Hans device it is recommended you wear it.
- This is not door handle to door handle racing; the start will be a single line rolling start and no passing on the out lap to ensure there is no contact between cars.
- You don't necessarily have to be the fastest to be the winner. Points are awarded based on a number of factors but the main one being most improved from your base or qualifying time, in essence you could be the slowest out there but could still win the challenge. You are encouraged to go faster but to do so while staying on the black stuff.

Michael Kip who is responsible for the Victorian All Triumph Challenge, wrote up a little help sheet for you to get the best out of the event:- .

- The event is run over 4 sessions, 1 qualifying to determine your position on the starting grid and 3 timed sessions.
- Use the 1st run session to settle in and make sure of yourself and your trusty steed and then one smooth quick lap to do 'Qualifying'
- For the next 3 runs of the day try to line up behind someone on dummy grid whom you enjoy chasing and who is perhaps just that bit quicker than yourself.





A bit more detailed and technical advice from Michael:

- Start the run and chase hard right from the drop of the green flag bearing in mind you need to be smooth and not over drive and fall off and lose too much time. The faster you go the better, bearing in mind that if you make a mistake and do a slow lap during the day it's going to affect the equation to do well in the ATC. Sprinting is easy as you need 1 fast lap, but the ATC needs all your laps to be as quick as possible and smooth driving will help your score.
- Go on to Natsoft and see how you can work the times you have recorded at Wakefield previously.
- Find the best time you set in the day in the results.
- Look for the slowest time you set in the day disregarding the 1st lap of each of the sessions.
- Hopefully, you didn't fall off or get too held up during the day's runs but if you have, then you can work out how you'd have done for the ATC.
- Ideally the score will be 100% which will be impossible as we all make errors but a score high in the 90's will set you up well.
- 1st run use the fast lap you did as the qualifying number.
- Fast lap of the day is an important number.
- Find the slow lap and use that in the equation also.
- Fast lap is the numerator, say 1 minute 40 seconds which is 100 seconds.
- Qualifying lap time is, say 1 minute 42 seconds, so 102 seconds.
- Slow lap disregarding outgoing laps is 1 minute 53 seconds as you fluffed the braking chasing the fast mate and ended up mowing grass, it happens 😊, which is 113 seconds.
- $102 + 113 = 215 \text{ seconds} \div 2 = 107.5 \text{ seconds}$ .
- Your ATC score is  $100/107.5 = 0.9302325581$
- This will score as 93.02325581%
- 

Do some scoring with Natsoft and see how you go against other events that you feel better about and score using the system shown. The higher your percentage the better you will do. Impossible to score 100% but trying to be quick all day will help your score. Remember in the ATC you are chasing the person in front but also being chased hard too so this will be fun and don't be surprised of setting a PB in this upcoming event.

*This may help a little in understanding how the event works and if not, don't worry, a computer program does all the figuring out for us and remember, at the end of the day, it is all about the **fun, fun, fun.***

**Glen**



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# Coffee & Cake

**Keith Higgins**

**text: 0409 656 577 / keith@aodaustralia.com**

## **Wednesday 28 July – Cancelled**

- **Black Cat White Cat**

Well, this was supposed to be one of those cosy winter Coffee & Cakes by the log fires at the Back Cat White Cat Mulgoa however the Delta strain of the Covid virus has forced us into a lock down even tighter than last year's lockdown. Good thing too because this virus strain is far more contagious than the previous strain.

Fortunately, the day before lockdown Merran and I had decided to go on an exploration trip to find a slight variation for our next 'Drive Your Triumph Day'. Eventually after a river causeway and a long dirt road it was decided it would be best to stick to our well used track so not to waste the day. We carried on to Grey Gums on the Putty Road to make sure we would be safe from that emu.



At the time of drafting this note I am unsure about August (*now cancelled*) and we must consider the safety of everyone first and foremost. For now keep your fingers crossed and your eyes on the Events Calendar for updates.

Anybody with favourite Café pics please send them to me for next month

**Keith**

## **Wednesday 25 August – CANCELLED**



**Note that we will hold off scheduling future Coffee & Cake events until there is more clarity in the COVID restrictions.**

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# Social Report -July

**Geoff Batty**

I started writing this report with reference to the current Covid19 lockdown front and centre of my thoughts, whilst trying to polish my crystal ball to try and work out what I could include and what I couldn't. It is pretty obvious that any short term plans are all up in the air so it's just a matter of being positive, hope that vaccine rates go up and cases go down and keep dreaming of things we would like to do when we are allowed.

I had to re-schedule, then **cancel** our **Christmas in July** at the Carrington. I have re-booked for next year, so hopefully we can look forward to the delights of winter in the mountains in 2022.

August social activities have been cancelled or postponed the **Pinkstone Run is cancelled** and the **Shannons Classic** at Eastern Creek has been **postponed TBA**. Future activities are obviously up in the air, but we are still hopeful that September will see us out and about, but possibly with restrictions, so outdoor picnic/BBQ style runs may be the order of the day. We'll keep you posted.

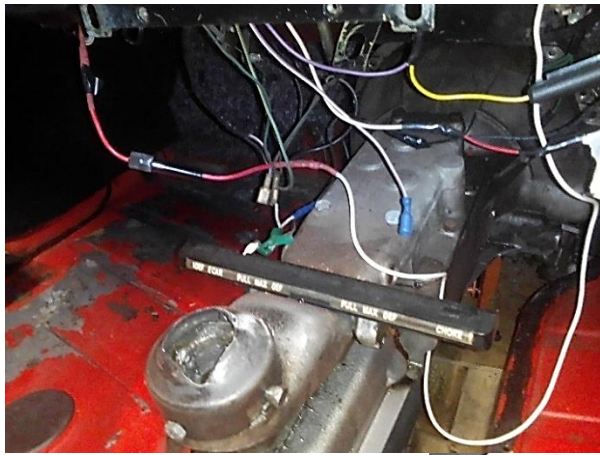
As there is always some little things to do on a Triumph from the 70's, I took the opportunity to order some parts for my TR6 which arrived last week. My non OD gearbox has been getting crunchier and crunchier over the last 12 months, so I decided it was time to take it out and replace it with an OD unit. Fortuitously Steve Ralston had advertised a suitable donor box in last month's **TRead** so I jumped at the opportunity.

As anyone who has done this before knows, you have to remove a lot of ancillary parts before you can remove the box, so I added a few extra parts to the list of things to do whilst the opportunity presented itself.

Oil leaks, clutch, up-rated rear axles the list was getting longer. Time was obviously not an issue, but I have unfortunately struck a roadblock as I need an extra pair of hands to get the old box out. So that little job is hanging by a thread, so to speak.







I am assuming other members have been spending some quality time on their cars as well, I am hoping you take some photos and write a few words and put them up on the website or send them to Jeff Breen for inclusion in future editions of **TRead**.

When next we meet I am expecting to see some dazzling Triumphs and hear some epic stories.

*PS: Why don't Gypsy's ride horses? .....they don't want to break their crystal balls!!!*

**Stay safe and well. Cheers Geoff**

## Who am I ?

OK ... be honest now, who got it?

**Answer: Allan Cameron**



# Project Doris – Part 5

*Glen Coutinho*

A long time has passed since the last article on Doris, so after some questioning and prompting from our esteemed editor I thought it best to write another chapter. What was supposed to be the last chapter, will now be another chapter in Project Doris. Hopefully the real last chapter will follow sometime in the near future.



As with all projects, delays and problems are inevitable and this one has been no exception. The work on the chrome was finally completed and it was time to start up the old girl. After so many months of inactivity this was no easy task and Doris was not about to play nice. First a fuel leak from the carb, this was duly rectified, then a brake fluid leak from the master cylinder, all fiddly little problems and all annoying but finally after much prompting and cajoling, success! She fired up and actually moved under her own steam.

I have to say it was a real pleasure after some 2 odd years to hear the engine ticking over again after all this time and to finally hear Darryl say, "she is ready, come & pick her up.....Pleeeeeease". I wouldn't say Darryl was happy to see her go but I think secretly he was glad to see the back end of a very difficult project. She looked great and was now ready for the upholsterer. So off to Sydney it was to pick her up, and to get her back to Goulburn to start on getting that new interior. However ..... Doris was not done yet with being difficult.



We got her home and decided it might be best to get her road registered so that we can drive her the short 2k to the upholsterer. A quick check was done of lighting etc. to make sure all was working before taking her down for the rego check, everything appeared to be working OK and the car was duly booked in. The day comes to take her down and Doris decided *NO, I'm not going*. Dead as a door nail with no power from the battery, after a lot of head scratching, we cancelled the rego check, went down to Repco and started getting acquainted with a test light, now I'm no sparky so this was all new territory for me but after a few days of searching we finally traced the problem to a bad earth. Problem rectified the car fired up straight away, rego check booked in again but Doris was not done yet.



I thought I would drive her up and down the driveway to make sure everything was OK when suddenly the brake pedal goes all soft on me, hmmm?? Cancel the rego check again and start checking, fluid OK, no leaks, and a lot of head scratching... again! After a lot of hours of looking I discovered the pin holding the brake pedal to the master cylinder was missing and the pedal was just barely holding on. The question was, where is the pin???? Looking up and down the driveway, on the road where I drove the car, no success and no sign of the pin. Back to the car to have another look and there tucked into the corner under the master cylinder, the missing pin, hooray!!. Turns out the split pin holding the pin in place was missing and it was only a matter of time before the pin came adrift and yes it could have been a disaster and could have ended up a lot worse, but luck was on our side.



Rego check booked in again..... But Doris was not done yet, the rear right hand blinker stopped working, I was going to get my monies worth from this test light! Connection OK, globe OK, wiring OK and so it went for a few days, but still this blinker refused to work. One interesting fact I did learn about the car was about the wiring. I always thought this was a Triumph based car and as such was looking at wiring diagrams based on a TR2/TR3 wiring diagram, but it never seemed to match what was actually in the car. Taking a punt, I thought being Lucas and a bins part car I started looking at other British cars of that era, Healey etc. and hey presto turns out the wiring loom was actually MGA. The wiring diagram matched what was in the car and it did help me trace the fault to a bad contact on the relay. A quick clean and hey presto, blinkers working again.

Rego check booked in for a third time and this time Doris got there and passed without any issues. A milestone that I was glad to have completed. I actually drove the car from the workshop to the upholsterer, a short 500m drive but her first drive on a public road. She will spend the next month here getting the interior done. While there we got the required paperwork completed, went down to the RMS & got the registration done.

Not complete yet but getting close, once the interior is done, she will need to go back to Darryl for a few little tidy ups and she will be done and dusted, and hopefully the final chapter on Project Doris will be able to be written.

***Glen***





# A TR7's journey from rough road car to super sprint car and back to a better road car – Part 2.

*Ken Peters*



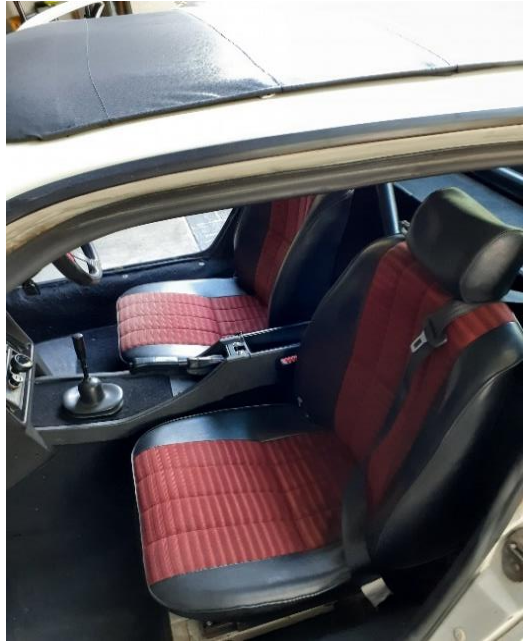
As the car was not being used for a lot of track days anymore, I found it was spending most of its time sitting in the shed. With the suspension modifications, race seats and harness seat belts it was not the most comfortable car to drive for any great distance or time. So, the work began to make it a bit more of a practical drive for everyday use.

The plan was to tidy up the interior as it was fairly rough, change all the lighting to LED's, retune the suspension so the ride was not quite so hard and the final part was to get rid of the bulky bumper bars that are not only heavy but for me have always been a bit ugly. I have always felt that nice streamline bars would suit the car.

The first problem is that I no longer have a fully equipped workshop, just a double garage at home. No work bench, no vice, no welding equipment and no more hoist. (man, do I miss my hoist!) So whilst I had this great vision in my head, I was not sure how I was going to turn that into reality.



The first part of the project was the interior. Getting in and out of race seats in such a low roofed car in car parks and on the side of the road was quite literally a pain in the bum. I got some secondhand original seats, but they were in need of a full rebuild. With quotes of \$2500 to \$3000 that was not going to happen. Even bringing the parts in from Rimmers and doing it myself was still going to cost close to \$2000. I had pretty much given up on changing the seats when Glen Coutinho mentioned that he had a set that they were not going to use and very kindly offered them to the project. The driver's side seat was a bit sagged, so I swapped that to the passenger side and fitted new lower diaphragms to both and they are perfect. A big thanks to Glen and Sue.



I had already bought some new door trims and bailey channels for the window glass. Some new speakers in the door trims and that was a straightforward tidy up. Next was the parcel tray behind the seats. The old one had been cut up to allow for the welding in of the roll cage, so there was a lot of metal showing through around the back window. I was not going to be able to fit an original without once again cutting sections out, so I packed out the curves of the panels with hard foam to create a flat surface and then underlaid and carpeted the back shelf up to the glass. Also ran carpet down the panel behind the seats. This has tidied up the area and also helps with sound deadening coming from the rear of the car. Some new carpet sections over the centre console, also in the console and under the seats and side panels finished that part of the job.



I also replaced the blinker/wiper switch combo, using the American spec unit. This puts the blinker arm on the right hand side of the steering column which now matches our other

cars. No more turning the wipers on by mistake! LED globes throughout the dashboard and the cabin is a much nicer place to be.

Next up was the suspension modification. I sourced some uprated springs that raised the car back up about half way from where it was and then wound the shock absorber adjustment back a couple of notches. This has given it a nice ride around town but will also give resonable good handling for the odd track day.

The final parts of the changes were going to be lights and and the bumper bars. The challenge was going to be how to turn the vision I had in my head into a part that would fit the car with the equipment I had.

I decided to use alluminium for the bumpers as steel was going to be to hard without being able to weld. 3mm thick by 25mm wide plate would be used to create the frame and would all be riveted together. Then a 1.6mm plate alloy was formed and riveted around that frame. Well over 100 rivets in each of the bars then had to be hidden, so a thin layer of fibreglass over the whole bar gave me the ability to sand it back to a smooth finish and hide the rivets.

I started with the rear bar first as it had some compound curves in it and I was not sure I could achieve that. If I could not do this one than the whole idea would need to be re-thought. I used big roles of cloth and bits of wood, even house bricks to try and bend the metal into shape with hammers and dollies. The bar did not look great in just the metal but once I had done the fibreglass I was happy with the end result. I knew that once I had done the rear bar, that although the front bar had a lot more detail in it there were no compound curves to do. After doing the rear one I was also finding defferent ways to achieve the end goal.

The one thing I did have was an air operated rivet gun



from my days repairing buses and I can tell you, that if you ever plan on doing a lot of rivet work it is the best investment you could make.

I wanted the front bar to fit tightly in on the shape of the nose cone of the car and it was going to be a bit more intricate with indents for the park and blinker lights plus a cut in section for the number plate. A lot of trial and error bending and shaping and I finally had something I was happy with. Both the front and rear bars have been finished in a gloss black paint.

The original rear lights had faded and cracked lens and new ones did not seem to be available and I wasn't keen on second hand ones. The headlight motors had not worked since we originally bought the car and were not repairable, so we had been winding them up and down manually. So the plan was to change the whole car to LED lighting and get rid of the motor units altogether. The rear lights was just a case of finding some LED light clusters that I was happy with. Needing to make some alloy plates and seals to fit the hole where the original lights were and then mount and wire the units in place. LED park and blinker lights would be mounted in the new front bumper.

I was using two small LED spot lights on each side of the car for the headlights. One for low beam and both on for high beam. The plan was to make up a housing that would fit into the hole left by the removal of the whole headlight unit. The lights would fit neatly just under the lip of the bodywork. But after trying to fabricate a housing to hold the lights and locate it into the body I had to give up as with the gear I had to shape the panels I just could not get something that looked good and fitted into the area. Plan B has been to leave the motor units and headlight covers in place and have the lights protruding up from the centre of the covers. So, cutting two holes in each cover and then making brackets to hold the lights and bolting them into the original light housings was the compromise. I must admit that whilst it was not my first choice it has grown on me the more I look at it.



Finally, all that was needed was to do the wiring. I had been hoping that the headlights were wired so that when you went from low to high beam both lights would be on. That is not the way the TR7 is wired, when going

from low to high, the low beam goes out so I still only had one light on. As both spot lights are the same wattage there was no difference between low and high. The solution was to fit inline diodes between the positive wires between the two lights. When on low beam the power would not feed to the high beam, but when on high beam the circuit would be open to the low beam and four lights would be on. As for the blinkers, I was not sure if the electronic flasher unit that was in the car would work because of the low current draw of the LED's. When I first tried them I was quite happy to see them blinking away, but that was until I turned the headlights on or put my foot on the brake and then they stopped blinking. Purchasing a LED specific flasher unit solved the problem. Both Tridon And Narva have LED flashers in their catalogue.

So the project was done. All the modifications have been done in a way that does not prevent any of the original bars and lights being put back on in the future if a new owner wanted to. As with anything like this it is personal taste and I do like the bars to be nice and tight on the body line. I was never a great fan of the the big ugly plastic covered bumpers. There is also a huge weight saving as the bars were heavy. It was a two handed job to pick up the front bar.

The job did not cost a lot in terms of the parts and equipment, but as my old mate next door said it was 87 thousand hours of labour. There were times when it felt like it, but overall I'm happy with the way it came out.

**Ken**



# TECH TIPS

## IT WON'T BRAKE THE BANK

In May 2020 Geoff Byrne posted a very good article in **TRead** which just about covered all we need to know about brake fluids.

I thought perhaps a tech tip on how to check the condition of your brake fluid might be timely, as it along with all the other fluids in your car, does need attention and/or replacing at regular intervals. As mentioned in that article brake fluids are hygroscopic, and they do absorb moisture over time. When the moisture content reaches a certain level of concentration it is possible for this to cause damage to parts in the braking system as well as to reduced brake pressure.



Testing your brake fluid is easy and cheap and can be done in just one minute by using a brake fluid tester. These are cheap (around \$30.00 on eBay etc.). I bought mine for \$27.00 and it gives a little more information than the pen type, this type of tester will indicate go/no go with a series of lights. You just stick the probes into the brake fluid and press the button. That simple.

The 2 contacts on the end of the probe measure electrical conductivity. Most testers indicate changing brake fluid when the moisture level reaches 3%. Brake fluid can absorb moisture at around 2% per year; at 3% moisture content the boiling point will be reduced to 155°C. DOT 3 fluid will boil at around 100°C if its moisture content reaches 8%.

**Keith Higgins**





# “BAD, BAD, BAD - BAD VIBRATIONS”

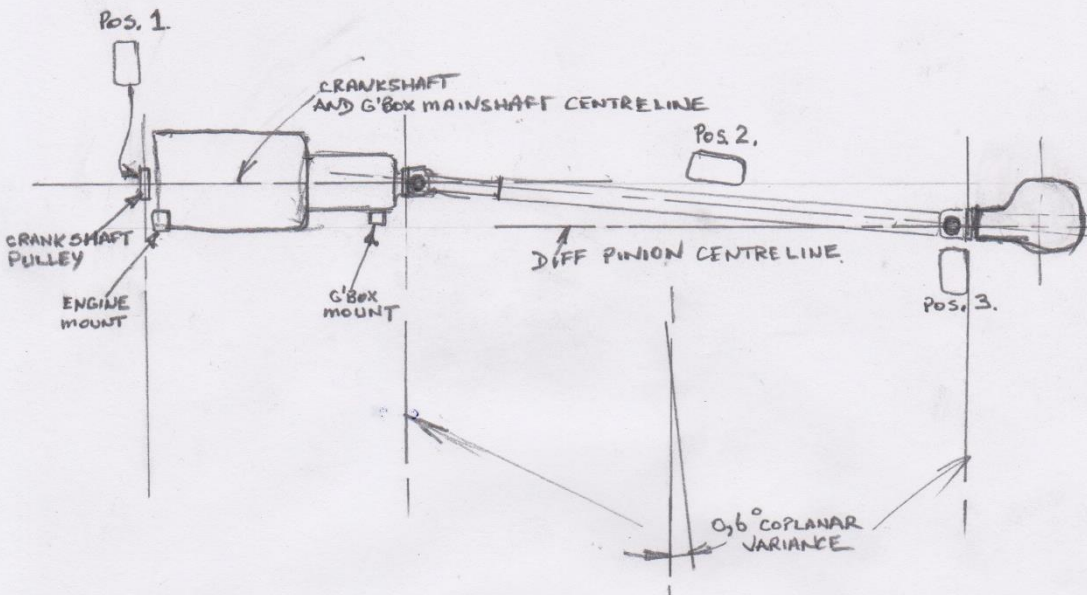
....*da de da.*

Now I was a fan of The Beach Boys and The Beatles (...all those years ago...) and granted have enjoyed some good vibrations on the sand but that's where it stops!

Vibrations on the bitumen are something else again. This is the situation why the Spitfire missed the last three CSCA events prior to lock-down:

The car was never as smooth as it could have been at high speed and the vibes were definitely related to road speed not engine revs. The drive train vibration became worse over a number of events, and I just could not pinpoint the problem. It turned out to be misalignment between the tailshaft angles made worse by sagged gearbox mounts, and I suspect a poor factory hit and miss approach to assembly (...all those years ago...).

Technically – any driveshaft using conventional universal joints has limits to the angles it drives through and more importantly, must have the output flange of the gearbox coplanar with the drive flange on the differential. (see diagram) This is a downside of the way the universals work. They change the length of the shaft as it rotates. The joints must be correctly aligned when the shaft is welded together to ensure when the joint at one end rolls over it increases the length of the shaft by the same amount as the joint at the other end shortens it. Even so, the situation is never perfect – just designed to be acceptable.



The above is the reason for the advent of 'constant velocity joints.' They give more or less perfect length through greatly increased angles as is needed for front wheel drive vehicles.

### **The solution:**

Download 'TREMEC TOOL BOX', a free app to your phone that has Driveline Angle Finder and Speed/Tyre Size/RPM Calculator as a bonus, or buy a digital spirit level that measures down to 0.1 degrees. Note that the spirit level doesn't do calculations and there are tolerances on the compound set up where one misalignment is counteracted by another so you don't have a problem. Well, you do but it is deemed to be not significant. Ha..

Place the car on stands and follow the instructions on the app. It will do all the calculations, compound them and tell you if you have a problem with one or more of the component set-ups.

Note, need to be a bit creative and make a mounting strip for the phone to hold it steady to be able to read to an accuracy of 0.1 degrees. (see photo)

To fix the Spitfire, the nose mounting on the diff was raised 12 mm by slicing the Nolethane bushes to change the mounted pinion angle and height. More about this if you need to know.

In combination with adjusting the height of the gearbox mount, the coplanar alignment of the drive flanges is now just 0.6 degrees which is just sufficient to enable the needle rollers in the cups to turn over to keep them lubricated. Driving the car now is like skiing on smooth custard at any speed.

Folks, get the app and try it out. Won't cost a cent and with so much time on our hands, well.....

***Go the Swing Axles...  
John Whittaker***

Footnote: This is not an advertisement; no pecuniary interests are involved; and no animals were abused in fixing the vibration problem.



# THEY DON'T MAKE TRIUMPHS ANYMORE

*Michael O'Brien*

To Recap –

**Chapter 1: The Poisoned Chalice** “The last genuine Triumph rolled off the production line at Solihull in October 1981. A very sad day for us all. This is the first in a series of articles that will look at what happened to kill off our beloved brand. It will also look at any alternatives that could have been implemented to save the company .. “

**Chapter 2: The Key Issues** “Let’s look at each problem ... .”

**Chapter 3: What is the minimal factory?** What should have been ... .

**Chapter 4: Crunching the numbers** Triumph could have been profitable and sustainable if ..... “.

**Chapter 5: A sigh of relief**

It’s early 1983. The factory refurbishment was completed on time and on budget. The German engineers and builders did a great job. Everything worked as it was designed. The former MG workers showed enthusiasm in getting involved and looked forward to the day when they would start building cars again. There was plenty of nostalgia though, particularly from the Abington locals. The most asked question was, “When will you start building MG’s again?” It was very difficult to explain that we couldn’t as BL wouldn’t sell us the MG brand. The best we could offer was, that if MG became available, we would buy it. One has to remember that previously, MG and Triumph had been arch-rivals.

The main issues were in the body stamping shop. MG hadn’t ever produced their own bodies and so new skills were needed. Fortunately, Honda came to the rescue and sent a team to Abingdon to train the workers which had an important side benefit. Both the Japanese and Abingdon workers got to appreciate each other’s skills and enjoyed the cultural exchange.

As autumn approached, the first pilot cars were built, 500 of each model. That’s a huge pilot run but management wanted to give every worker a car to test drive and use as their own for a period of time. This also had the desired effect of getting the workers to show ownership in their work as this just might be the car they got. They were instructed to find the bugs and be “picky” doing it. At the end three months they could either hand the car

back or buy it at cost which the company would finance if required. More than two thirds took up the offer to buy which surprised management and which augured well in the development of a refreshed culture in Total Quality Management. Twenty cars were set aside for the company's test drivers with instructions to drive them hard and fast and find the bugs. In other words, thrash them. Very few problems were found. The Honda built engines, transmissions, suspension and drive trains were proving indestructible. Smiles were starting to appear on management's faces after a long period of worried looks.

After 100,000 kms, an attempt was made to destroy each car by not servicing them properly. Some cars started to fail earlier than others. Issues such as timing chains rose their ugly head due to failing to lubricate. Overheating was the other problem because water rather than coolant was used. All to be expected but most cars gave another 100,000 kms before giving up completely. These cars were then used as crash test dummies.

The US launch was held at Boca Raton in Florida which was where the original TR7 launch was held. Bob Tullius and his team from Group 44 were present but this time they didn't have to salvage and fix cars as all the demonstrators sent were in prime condition and ready for road testing and despatch to dealers. There were enough cars for every dealer present to take one back to their dealership as a demo. The motoring press were also present, and much fuss was made of Bob Sherman from Car and Driver who had previously termed the TR8 "as nothing less than the reinvention of the sports car."

The dealers had their usual whines and whinges. If you have ever experienced trying to sell to an American businessman (the women aren't anywhere near as bad) you will know what I am talking about. Making them happy is simply not possible. Because of the Japanese input, they expected the price to be lower, never mind the two year warranty, improved quality control, performance, and the inclusion of previously optional extras (air-conditioning and radio cassette) as standard. After test driving, the motoring press were very enthused and weren't backward in telling the dealers they had winners on their hands. Marketing went to work booking big slabs of advertising space with the magazines and TV for their January and following editions.

Everyone present was assured that the new TR4 Sprint would take the sports car to a new level, working on the theme established by Bob Sherman's TR8 article. However, criticism of the hard ride in the TR4 was

taken on board and softer springs were to be installed urgently on this model. The TR4 Sprint though suffered no such compromise. TR4's already built would be sent to Europe instead where the hard springs would remain as specified.

By November, 1982 the first production cars rolled off the line. Being 1983 models, they couldn't be sold until January which provided enough time to ship to the US. US drivers had experienced a drought when it came to sports cars, there just weren't any. The Fiat X19 was still available but this was a small engine baby. The Datsun wasn't available as a roadster. The only other options were US made cars like the Corvette that MG and Triumph drivers didn't want and besides were much more expensive at more than USD \$15,000.

The first cars sold in a trickle until the motoring magazines published their road tests. This coupled with the TV advertising, saw the trickle increase to a healthy rate. The two year warranty convinced buyers that there wouldn't be any problems. Dealers were told discount at your peril. As enquiries converted to sales and word of mouth spread the news, there were more buyers than stock available. The situation was a constant gripe from dealers.

The Dolomite didn't fare as well. It was apparent very early on, that the standard Dolly wouldn't sell in America. Luckily, there was a small market in Canada and all standard Dollies were sent there. The Sprint did better but competition from the BMW M3 made it tougher. This was going to be a long haul, but management was determined to get the model established in the US. More dollars on advertising and promotion were needed. Time would see owners spread the word. The good news was that the demand for Dolomites in the UK and Europe was heartening. The car had been sold there previously although in small numbers in Europe. Advertising and promotion again were important, but the key was once again the two year warranty. The Sprint proved very popular as it was a genuine "Q" car. The slack in US sales was taken up by Europe and the UK.

The TR4 was not as popular as the TR4 Sprint in Europe and the UK however the converse became the case in the US where a more boulevard ride was wanted.

At the end of the year, all production and financial targets were met or bettered. All workers found a welcome Christmas bonus they weren't expecting, a double pay. But one swallow doesn't make a summer. Whilst

1983 went down as a fantastic year, there could be no resting on laurels. The competition will catch and so everyone was expected to keep ahead of the game. Still, no-one else had matched the warranty offer. To do so would need a big culture change and the adoption of TQM, something not done overnight, but it will eventually happen.

During the year, engineering and design staff were working on tweaking the existing models for 1984. The main difference was getting the heavy plastic bumpers to be more integrated into the car bodies rather than the extra add on look that currently appeared.

Engineering was also working on a conversion of the engine block to alloy. Successful prototypes were built with a lot of help from Honda. An all alloy engine would become a feature for 1985 cars. Engineering were also starting to work on the old Stag motor, redesigning it where necessary and coming up with a 24 valve V6 of 3 litres and a 32 valve V8 of 4 litres. These wouldn't see the light of day for a long time yet as the finance to build engines and cars to match had yet to be banked. Design started initial concept drawings of a replacement of the 2000/2500. The car would look like a grown up Dolomite to be named the Vitesse and Vitesse Sprint. Output would be 150 bhp for the standard Vitesse and 225 bhp for the Sprint.

All this was for the future though. New models would require a major expansion of the factory as well as the capital to build the cars, plus marketing assurance that the cars would sell in the required volumes.

*Members, I hope you have enjoyed these essays of what should have been and what might have been. I've certainly enjoyed writing them.*

*The events that led up to the failure of BL and Triumph were confounding. How management could make the mistakes they did beggars disbelief. Yet they patted themselves on the back for doing a good job and were awarded with knighthoods and peerages for good measure.*

*Will Triumph ever see the light of day again? I doubt it. The only chance is if someone in the Quandt family (the majority shareholders of BMW) decide they loved the Triumph sports car and personally influenced the BMW board to resurrect it.*

*Well, we can still dream.*

*Thanks for your interest and happy Triumph driving,*

**Michael O'Brien**



# Hunter Happenings

**TSOA Hunter Area Meeting 06 July 2021**

**Present:** David Hynes, Michael Debono, Chris Lancaster, David Walshe, Bryan Mclean, Graham Paterson, Terry Burns, Bill Burns, Steve McGill.

**Apologies:** Rick Schmalder, Michael O'Brien, Alan Watson, Rob Guyder, Ian Lovi, Barry Prasil, Daniel Herringe, John Derrick, Wayne Wheaton, Michael Markey, Chris Johnson, Doug Brodie, Damien Whittaker, Bruce Milner, Rowan Burns.

## **Events on the horizon:**

17 July 2021 Christmas in July Newcastle contact David Walshe on 0409885342 please contact within a fortnight if attending

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

The Christmas in July event has been kindly arranged by David Walshe for 12pm Saturday the 17 July 2021 at our own Club Macquarie. Please contact

David Walshe on 0409885342 to register your attendance ASAP to allow David to notify the club of numbers

## **General Business:**

**David Hynes:** During a recent registration inspection on his Stag, David noticed the inspection date of the Stag's LPG cylinder and the declining availability of LPG across Australia, prompting him to embark on returning the Stag back to fuel. Consequently, the Stag will be out of action during the conversion.

**Graham Paterson:** Graham has been doing some small jobs on the Daimler SP250 and is preparing to start the TR5. The TR4A is on hold temporarily as Graham's son retires from the panel beating business.

**Bryan Mclean:** Bryan attended the Mortels Coffee n Cake recently and reports that 12 people attended and enjoyed the event.

**Michael Debono:** says he was enduring the cold and rain when he discovered a TR2 -3A steel hardtop for sale in Mudgeeraba QLD. Soon the

Hilux was heading to warmer climes and that hardtop was obtained. Michael and Janet entered the Des West Memorial Rally on the 20 June 2021 conducted by the Australian Historic Rally Group in Janet's MX5. It was an excellent event of 220 km with a quarter being on dirt roads. It was a social rally and the AHRG did well in their preparation and execution.

**David Walshe:** David is using his TR6 a lot and currently has a four point hoist at his disposal at his place. It has been a great opportunity to examine the TR6 which at the moment is suffering synchromesh issues with its 3rd gear. Overall though David is pleased with how his TR6 is faring.

**Chris Lancaster:** Chris visited Rowan Burns as part of Rowan's research during his TR3 restoration. Chris saw his TR3A perform, this time from the passenger's seat as Rowan drove the beautiful vehicle over roads Chris had never seen. Chris thoroughly enjoyed it and was very pleased with just how well the TR3A performed. Chris also attended Eurofest at the Newcastle Foreshore noticing some Triumphs that weren't known. Earlier in the day Chris had been enjoying a cruise in the Tea Gardens area aboard his son's newly bought 24 foot half cabin boat powered by a 175 hp outboard.

**Terry Burns:** Terry has been experiencing some faltering acceleration from his TR4A, seemingly only in first and second gears. His investigation has been thorough even converting the electronic ignition back to points and replacing the coil, leads and condenser. The brains trust put various suggestions to Terry and he has a couple that he'll carry out.

**Steve McGill:** Steve has been quite busy recently and has not been able to use the TR6 very much. When he has half-heartedly gone to use it, it has started and not run that happily. Given the cold weather he decided not to bring it to the meeting tonight.



## Did you know?

The carburetor was invented in 1826 by Samuel Morey.

However, it wasn't patented for use until 1876 by Siegfried Marcus.

# 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*

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

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<b>All British - Association of British Car Clubs</b>	Craig Sankey	0417 286 903	<a href="mailto:sankey.cj@gmail.com">sankey.cj@gmail.com</a>

*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

<b>Ecurie Triumph Captain</b>	Geoff Byrne	0418 409 170	<a href="mailto:gkbyrne@optushome.com.au">gkbyrne@optushome.com.au</a>
<b>Publicity Officer</b>	Neville Bowden	0419 004 283	<a href="mailto:nvbowden48@gmail.com">nvbowden48@gmail.com</a>
<b>All Triumph Challenge Convener</b>	Glen Coutinho Ken Peters	0418 640 188 0417 676 199	<a href="mailto:glencoutinho@hawgood.com.au">glencoutinho@hawgood.com.au</a> <a href="mailto:kenp7@bigpond.com">kenp7@bigpond.com</a>
<b>Triumph Saloon Racing Captain</b>	TBC		
<b>Webmaster</b>	Eric Hanich	0413 613 826	<a href="mailto:webmaster@tsoansw.org.au">webmaster@tsoansw.org.au</a>
<b>Vehicle Registrar</b>	Lorraine Mooring	96520664	<a href="mailto:lorraine.mooring@gmail.com">lorraine.mooring@gmail.com</a>
<b>Sydney Club Contact</b>	Steve Ralston	0411 755 758	<a href="mailto:sjralston54@gmail.com">sjralston54@gmail.com</a>
<b>Hunter Group Contact</b>	Alan Watson	0418 662 114	<a href="mailto:bluebell20@bigpond.com">bluebell20@bigpond.com</a>
<b>Regalia</b>	Lyndon & Tony Moss	0466265 751 0418 961 001	<a href="mailto:Regalia@tsoansw.org.au">Regalia@tsoansw.org.au</a>
<b>Librarian</b>	Ken Peters	0417 676 199	<a href="mailto:kenp7@bigpond.com">kenp7@bigpond.com</a>
<b>Coffee &amp; Cake Coordinator</b>	Keith Higgins	0409 656 577	<a href="mailto:keith@aodaustralia.com">keith@aodaustralia.com</a>
<b>TRead Distribution Officer</b>	Allan Wright	9451 0165	<a href="mailto:allan-renate@iinet.net.au">allan-renate@iinet.net.au</a>

## MARQUE REPRESENTATIVES

<b>TR2/3/3A</b>	Roger Gates	0418 112 541	Allan Wright	9451 0165
<b>TR4/4A</b>	Bob Slender	0407 284 548	Bruce North	4297 4917
<b>TR5/6</b>	Geoff Byrne	0418 409 170		
<b>TR7</b>	Grant Turnbull	4627 0500		
<b>TR8</b>	Peter Yeend	0433 559 216		
<b>Spitfire</b>	John Whittaker	0425 371 640	Craig Sankey	0417 286 903
<b>GT6</b>	Geoff Byrne	0418 409 170		
<b>Stag</b>	Lindsay Day	9939 2863	John Stokes	0433 826 880
<b>Herald &amp; Vitesse</b>	Tim McGurk	0413 227 455		
<b>Saloons</b>	Mal McFarlane	9790 2332		
<b>Dolomite</b>	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 25<sup>th</sup> of each month (unless otherwise highlighted elsewhere).**

**DISCLAIMER** The opinions of contributors, advertisers and any editorial comments expressed in **TRead** do not necessarily represent those of the Committee or members of TSOA. While every effort is made to ensure the accuracy of the content in the magazine including technical articles TSOA assumes no responsibility for any affects arising there from and disclaims any liability from errors or omissions herein. Contributions may be edited.

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# **TSOA NSW EVENTS CALENDAR**

**(as at 30 July 2021)**



With the current lockdown regulations affecting all Sydney it is not possible for us to be absolutely fixed with dates for any social or motorsport event. Currently all Sydney events scheduled for **August** are **CANCELLED** and events for **September TO BE CONFIRMED**.

Members are advised to refer to the Events Calendar available on the TSOA website for the status of scheduling of events.

Members are advised that they are NOT to attend any club event without checking first with the event organiser and formally registering to attend.

## **AUGUST**

~~(Fri 30/07 to Mon 02/08 Run allowance days Pinkstone Run) - CANCELLED~~  
Sun 01 Social Run\* Pinkstone Navigation Run - **POSTPONED TBA**  
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. - CANCELLED~~  
Sat 14 ~~CSCA Super Sprint\* - Round 5 - SMSP GP Circuit - Glen Coutinho - 0418 640 188 - CANCELLED~~  
Sun 15 ~~Shannons Day\* SMSP - POSTPONED~~  
Mon 16 Committee meeting - LM - **TBA (Zoom?)**  
Wed 18 ~~Gorokan Lunch Run with Thoroughbred Club - Lorraine Mooring - 9652 0664 / 0410 468 663 - CANCELLED~~  
Sat 21 ~~All British Day Newcastle - David Walshe - 0409 885 342 - POSTPONED TBA~~  
Wed 25 ~~Coffee and Cake - Keith Higgins - 0409 656 577 - CANCELLED~~  
Sat 28/29 Ecurie Triumph\* Wakefield Park -  
Geoff Byrne - 0418 409 170 - **Expect cancellation TBA**

**NOTE ALL 2021 REMAINING EVENTS SUBJECT TO CONFIRMATION – REFER TSOA WEBSITE EVENT CALENDAR.**

## **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 - Wakefield Park –  
 Social Event Sat night - Glen Coutinho - 0418 640 188  
 Mon 20 Committee meeting – LM – (TBC)  
 Wed 29 Coffee and Cake – Keith Higgins – 0409 656 577

## **OCTOBER**

Tues 05 Hunter general Meeting\* - Alan Watson – 0418 662 114  
 Wed 06 TR Register Coffee and Cake  
 John McCormack – 0413 312 134  
 Sun 10 Social Run\* Bocce – Summerland Point –  
 Geoff Batty – 0428 242 597  
 Tues 12 Sydney General Meeting\* and NSW AGM\* (TBA) –  
 Lorraine Mooring – 9652 0664 / 0410 468 663  
 Sun 17 All British Day and Concours\* - The Kings School  
 Parramatta – John Stokes – 0433 826 880 or  
 Craig Sankey – 0417 286 903  
 (Mon 18 to Fri 05 Nov - Run allowance days for Nationals Entrants)  
 Fri 22-29 TSOA Nationals South Australia\* JS – 0433 826 880;  
 Itinerary – Jeff Breen – 0419 203 295  
 Wed 27 Coffee and Cake – Keith Higgins – 0409 656 577  
 Sun 31 CSCA Super Sprint\* Round 7 SMSP North Circuit – JDCA –  
 Glen Coutinho 0418 640 188

## **NOVEMBER**

Tues 02 Hunter General Meeting\* - Alan Watson – 0418 662 114  
 Wed 03 TR Register Coffee and Cake – John McCormack – 0413  
 312 134  
 Tues 09 Sydney General Meeting\* - Lorraine Mooring – 9652 0664  
 / 0410 468 663  
 Sun 14 Social Run\* (TBC) – Geoff Batty – 0428 242 597  
 Mon 15 Committee meeting – LM – (TBC)  
 Wed 24 Last for 2021 Coffee and Cake - Kurrajong – Keith Higgins  
 – 0409 656 577  
 Sat 27/28 Ecurie Triumph\* SMSP – Geoff Byrne – 0418 409 170

## **DECEMBER**

Wed 01 TR Register Coffee and Cake – John McCormack – 0413  
 312 134  
 Tues 07 Hunter General Meeting\* - Alan Watson – 0418 662 114  
 Sat 11 Christmas Party\* - Epping Club –  
 Geoff Batty – 0428 242 597

# CLASSIFIEDS

## FOR SALE/AUCTION:

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



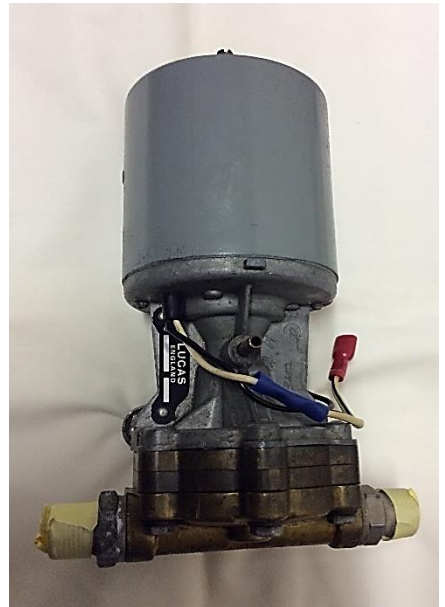
- **Herald/Spitfire parts - I want to find a good home for these parts (sufficient to fill the back of a station wagon or a small box trailer) ... so, what is available?**
  - Glass: windscreens, rear, door and side
  - Glovebox and hard-to-find 'cubby box lid' (for coupe/convertible)
  - Steering box and rack
  - Miscellaneous badges and chrome bits including overriders, bonnet handles, door handles
  - Pair of seal beam lights
  - Grille surround and inserts
  - Sun visor set
  - Brake drums and backing plates
  - Distributors and caps
  - Carbys and filters
  - Starter motor and generator
  - Water pump
  - Other engine parts including pullies, valve springs, heads, pushrods, tappet cover and cap...
  - Gearbox remotes
  - I also have an original 1960s radio, seat belts and tow balls.
- **FREE AS ONE LOT or NEGOTIATE A PRICE FOR INDIVIDUAL ITEMS.** I may be able deliver in NSW (outside lockdown J) if you are not in a rush.
- **Please contact Terry on [twburns60@gmail.com](mailto:twburns60@gmail.com)**

# FOR SALE:

- **2500 EFI Turbo engine complete (less ECU).**
- Includes coil packs ignition module, and sensors, alloy radiator, intercooler and plumbing
- 85 amp alternator, reduction drive starter
- New Sanden A/C compressor, brass button clutch plus many extras all at a fraction of the cost invested
- Engine has travelled only approx 5000 km since build and is currently still in car ready for road test
- **ALL offers considered**
- **Contact: Steve Ralston - 0411 755 758**



- **Reconditioned Original Lucas Fuel Pump**, not used, was a spare for my TR6.
- **Price \$200, plus postage.**
- **Ian Reynolds, 0417 473 029**





25 06 2009