



TRead

September 2021

**TSOA Display Day at Eastern Creek
September 2002**



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

President's Report for September 2021

Lorraine Mooring

Greetings everyone and Welcome to our new members.

A big thank you to the members who joined us for the 'Trial Run' online meeting on Tuesday 24th, it was wonderful to see those familiar faces and a bonus that Scott Burnie could join us from the South Coast.

Our online General Meeting for September will be open to everyone using the same log-in details and depending on the number of members joining in we may have to ask you to switch off your video camera and just have those making reports or comments visible.

Our AGM which is usually held in October will be delayed until November and will also be conducted electronically. All the details for this are in this month's magazine. All positions are considered vacant and the current Committee Members have indicated that they are willing to stand for 2022

This month we have been able to resume printing the paper copy of **TRead** and over the coming month or so we will print and post out the missing issues to members who have paid for them.

There has been lots of discussion on the use of vehicles on Concessional Registration. Please make sure you adhere to the current Government Public Health Rules for your LGA as well as with the RMS regulations for the use of concessional registration vehicles, these are available on the RMS website. If in doubt, check with Norbert or another Committee member.

As all our current September events are cancelled or postponed, remember to check the TSOA website Events Calendar for upcoming events. This calendar is updated daily as each change is made. Unfortunately, with the cancellation of the All British Day, we will be unable to hold a Concours event this year. The restrictions make it impossible to source a suitable venue in time.

Enough on the downside, I feel I can see a faint glimmer at the end of the tunnel. I am sure we will have to have restrictions for some time to come



and will need everyone to co-operate with whatever regulations are necessary to get us out and about once again.

I look forward to seeing you at the September meeting, if you have anything to contribute or ask you may email this in prior to the meeting or use the 'Chat' facility during the meeting.

Keep checking your old photos – while in lockdown you should have plenty of spare time and Eric would love more photos to add to the website. If inspired, you may also want to write a few lines to go in the magazine- - maybe a misadventure with your Triumph or a tale about your restoration. Publication will still be at the discretion of the Editor.

Until next time,... **Lorraine**

Notes from the Editor

Jeff Breen

Preparing this month's September *TRead* magazine has not been an easy task. There has not been much recent activity to fill the pages, no club activities, no motorsport, no Coffee and Cake, no meeting minutes and even no spruiking of upcoming social events to give us something tangible for the immediate future. Nothing!

Nevertheless, I think that we have managed to pull together a pretty good read for you this month. Inside these pages you will find Lorraine Mooring pointing us in the forward direction, John Whittaker keeping the wheels of the club organisation turning, Glen Coutinho being pragmatic about motorsport but still looking to better prospects ahead and Geoff Batty keeping our spirits up with a social report of sorts(?). Actually, it is Geoff's other reported activities that better lift the spirits ... *we have all been there Geoff*. Keith Higgins keeps us technically informed, and Michel O'Brien concludes his history summary of the Triumph company.

This month the hard copy printed version of the July, August and September ***TRead*** magazines will be posted out in the usual manner to those members who have selected to receive it. In the current COVID conditions the printing and distribution of the magazines is being made possible with the extraordinary (in the circumstances) efforts by the staff at SNAP Printing Brookvale and the endless dedication of our own Renate Polglaze and Allan Wright.

You may already appreciate that we need your help with our next magazine(s), we need more stories like Ken Peter's, featured in this edition, we want your travel tales or anything really that will help us all keep our spirits up. Please give this some thought send a draft through to me or drop me a line and we can work your ideas up together.

Ed.

Secretary's Ramblings

John Whittaker

Thank our happy stars for electronic meeting platforms. The platforms offer a freedom to exist whilst enjoying a seemingly unlimited consumption of tea bags.

Folks, we have not been idle just hoping for the best. Delivering for TSOANSW on its freedom to exist, the rest of 2021 has been planned around using electronic platforms for meetings and conducting business/ as normal/ as possible – electronically....

At the section 'Club Business Matters' in this issue of **TRead** is notification for an additional clause to be added to our constitution. The purpose of the amendment is to absolutely clarify the membership status of our Life Members as being 'financial members' of the club. As silly as it may seem, we are dealing here with insurance liability that only covers 'financial members' and our existing constitution may be open to interpretation by a legal challenge. We need to clarify this definition to avoid any misinterpretation by others. Anyway, please bear with the process and vote for the amendment when the time comes.

To deliver the AGM this year, we have determined the earliest month will be November. Prior to the AGM there will be a vote on the amendment clause to the constitution and to elect the management committee for 2022. These issues will be resolved (electronically) just before the AGM which will enable the results to be announced at the AGM.

Details of the process will be advised each month in TRead.

As the process rolls out, and because **TRead** is delivered the week before each General Meeting, there is the opportunity to ask questions via email for Q&A delivery at that GM.

If anything goes pear shaped, feel free to throw peanuts in my direction. Meantime – continue enjoying the tea bags.

"Go the swing axles ... happier days are just 'round the corner"
John W

Club business matters it sure does!

John Whittaker

ATTENTION!

1. PROPOSED AMENDMENT TO THE CONSTITUTION

Advice received from the CMC recently asked clubs to check the wording of clauses in their constitutions relating to the membership status of 'Life Members'. Wording in insurance policies refers to 'financial members' being covered under the insurance clauses. The concern is there may be some cause for argument unless Life Members are clearly deemed to be 'full financial members'.

The proposed amendment of the TSOA Constitution is for the addition of a subclause to **Clause 5. Rights of Members**, and is to read –

e. Notwithstanding 5d Life Members are deemed to be full financial members of the club for life.

The formal voting details for this amendment will be listed in the next October **TRead**, voting will close on Saturday 6th November.

2. COMMITTEE NOMINATIONS for 2022

Nominations for committee positions are now called for and nominations will close on Saturday 25th September.

Nominations are to be emailed to The Secretary either by using the following form page or by separate email which to be valid must include your name, the name of your nominee and the position proposed plus the name of your seconder who must also be a financial member of the club. Forward your email to The Secretary at tsoansw@hotmail.com before 25th of September. All nominees for positions received before 25 September will be listed in the October edition **TRead** magazine.

All current board members of the 2021 committee have confirmed their intention to stand for re-election in their current positions, for 2022.

The voting procedures will be formally advised in the October **TRead**. The process will be electronic and without proxy provisions. Voting will close on Saturday 6th November.

**John Whittaker
Secretary.**



TSOA NSW AGM COMMITTEE POSITION NOMINATION FORM

I..... (please print your name clearly)
being a financial member of TSOA NSW nominate the following member
for the nominated position(s) for the 2022 Committee.

Name:.....**Position:**.....

Seconded by:.....

Name:.....**Position:**.....

Seconded by:.....

Name:.....**Position:**.....

Seconded by:.....

Name:.....**Position:**.....

Seconded by:.....

Name:.....**Position:**.....

Seconded by:.....

Name:.....**Position:**.....

Seconded by:.....

I have obtained permission from the nominee(s) for this nomination.

Signed.....

Date.....

Forward your nomination for the committee by email to

The Secretary at tsoansw@hotmail.com

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Notice Board



• NEW MEMBERS

We have 4 new members to welcome into the Club this month:

- **Shanti Dhanji** with a **STAG**
- **Chantal Kershaw** with another popular **STAG**
- **James Adby** with a **Sedan Mk1**, and
- **Chris Florence** who owns the **STAG** below



Norbert Nieuwenhuizen
Concessional Registration and Membership Officer
0415 207 248 or Registration@tsoansw.org.au

• FROM THE LIBRARY

Although we are currently (temporarily?) still not having our regular monthly general meetings at the Carlingford Club, I am able to help you with anything from the library.



Just let me know by email what you are looking for and I will get back to you and to suggest how we might get that publication or specification to you. If it is sufficient for the purpose, I would be more than happy to photocopy technical information or specifications and to then email that out to you.

Cheers Ken Peters Librarian
0417 676 199 or kenp7@bigpond.com

• RECOGNISE THIS ENGINE

A member of the public recently contacted me to see if anyone knew which model car this engine might have been from.

It has now become part of a tree in Smoothey Park, Wollstonecraft. His plan is to create a painting with an environmental theme and will consider using 'Triumph' in the title. If anyone can shed some light on just what this is.

I will happily pass on the information.



Lorraine Mooring

• GRAHAM ROBSON (1936-2021)

It is sad to note the death of Graham Robson aged 85. Graham was a prolific writer having penned more than 160 books and countless articles for magazines, many of them about Triumph. Graham started work in 1957 at Jaguar as a Graduate Trainee then moving to Triumph 3 years later.



Here, he worked under Harry Webster on the TR4 and Vitesse until his appointment as head of the competition department in 1962.

In 1965 he moved to Autocar Magazine where his true skills in writing flourished. Graham's knowledge of all things Triumph was immense and his passing will be sadly missed. I have to acknowledge that a lot of information that I have included in my magazine articles came from Graham.

His favourite car was the TR3a however he did yearn for a TR8.

Vale Graham Robson.

Michael O'Brien

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Email: david@davidclarkautomotive.com.au

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



Motorsport Report

Glen Coutinho

Welcome to the motorsport report for September.

Yes folks, guess what, there is nothing to report except to repeat the two most used words over the last year or so, CANCELLED and UNPRECEDENTED. Yes, our super sprint for 2021 scheduled for September has been CANCELLED, the NSW All Triumph Challenge has also been CANCELLED as has the Victorian All Triumph Challenge. In fact, pretty much everything scheduled over July, August & September has been CANCELLED.



The next and final round of the CSCA is scheduled to be the Jag round to be held on the 31/10/21 at SMSP, like all things COVID, this meeting will be subject to any restrictions that will be in place by then, so fingers crossed that the meeting will be able to go ahead.

At this stage even if COVID restrictions are lifted small events like super sprints are in a bit of danger of being dumped off the calendar. Given the tough year racetrack promoters have had during 2020 and 2021, they have been looking at events that make them more money by way of track hire and gate money from spectators. As a result, major events such as V8 Super Cars and the like are getting preferential treatment. The smaller events run by the amateur clubs are being bumped in favor of the bigger events. This is disappointing but also understandable in the circumstances.

A good example of this was the Morgan CSCA Round in August that was scheduled to run at SMSP. The organizers attempted to get the meeting rescheduled to a later date rather than cancel the event outright for 2021, however they were unable to secure any other date for 2021 and the event was finally cancelled. This is happening with a large number of other events, and the trend is continuing into 2022.

With only 2 viable racetracks in NSW, this is going to make things very difficult for smaller events and small clubs trying to run amateur events, with the cost for track hire going up considerably given the limited amounts of days tracks will be available for hire and the increased demand for tracks for other major events.

So, 2021 in terms of motor sport is a bit of a write off & I think it's time to start thinking about 2022 and what hopefully will be a year filled with motorsport events.

Glen



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Coffee & Cake

Keith Higgins

text: 0409 656 577 / keith@aodaustralia.com



If anybody needed proof that you cannot keep good club people down please consider this example from our Coffee and Cake organisers Keith and Merran Higgins. Each month, and completely consistent within any COVID regulations, Keith and Merran find a new place to enjoy their own Coffee and Cake, and remember to submit a report and photographs for inclusion in the magazine.

*Are there any other members out there with similar reports to submit??
...Ed.*

AUGUST – ‘Café de hole in the wall’

Well, this month we should have been down at the Armoury watching the ferries glide by, albeit empty ones but that was not to be. We must be getting closer to freedom soon.

Sometimes you just have to be a little innovative. Coffee for us this month was a trip to buy the weekly groceries and, whilst we were shopping, one of those packets of ready baked iced doughnuts .

On the way home we are lucky enough to have a drive-thru hole in the wall coffee shop. So, '2 take away coffees please' and then on to *Café La Winmalee*. OK it is not as exciting as pulling up with other Triumphs but better than nothing, after all we do need to keep Coffee and Cake going .



If you have any Coffee and Cake photos for October, please send them in to keith@aodaustralia.com

Keith

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

Social Report

Geoff Batty

According to our fearless leaders there **is** light at the end of the tunnel. We will all emerge more resilient, smarter, more well read, experts in new hobbies and interests with pent up enthusiasm to get out and about, especially in our, by now, extremely well maintained and shiny Triumphs.

As you know, most of the regular scheduled club events are up in the air or at least somewhat tentative, therefore we will schedule some runs to picnic spots or open air venues as we did last year. So, let's hope sometime in October or November we can head for the hills, or the beach, or the plains, or anywhere!!!!

Prior to lockdown I was planning a tour of the BHP Steel Works at Port Kembla. It is suggested we do it in the colder months as it is very hot in there and you have to wear protective clothing. Let me know if you are interested, it will be a Saturday morning, maybe April/May 2022.

<https://insideindustry.org.au/steeltours/>

My Lockdown Project – Trials & Tribulations

Last month I wrote about removing my crunchy non O/D gearbox which is to be replaced by the box from Steve Ralston's sedan, which is getting a rather more powerful new engine and transmission.

You'll be pleased to know I managed to wriggle the box out by myself with the help of advice from Dave Clark and Bruce North.

There were a number of leaks and other jobs that I wanted to rectify whilst up on the stands, so I drained the oil and removed the sump. As I was tipping the last of the oil into a container, I heard a noise and saw a bolt slide across the pan.

Somewhat surprised and just a tad concerned I grabbed the torch and went underneath the engine to see if there was an obvious home for this rogue bolt. I had a good look, rotated the crank, no sign of any missing bolts, so the mystery remains. (the rogue bolt pictured here on the right).



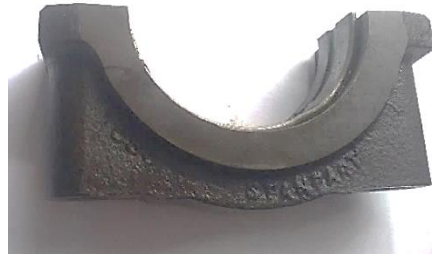
Another one of my jobs on the list was to check the end float and replace the thrust washers if required. A dial gauge miraculously appeared courtesy of Steve Ralston. Again, and with

instructions and parts from Dave Clark I set about measuring and checking and repeating the process until I was confident I had a repeatable number and set about removing the bearing cap, removing the old washers and replacing with a standard and 5 thou oversize set.

At this point I was thinking that was a lot easier than I thought it was going to be. All that was required to complete the job was to bolt the cap back up. "Simple"

This however was where things went horribly wrong, in the process of bolting the cap back into place I gave it a few taps to seat it home, unbeknown to me I had dislodged the bearing and as I was getting close to what I thought was a fully tightened cap (yes I probably ignored some of the warning signs) I heard a noise that immediately caused me to use words that were appropriate to describe my stupidity.

When I spoke to Dave Clark, Geoff Byrne and Graeme Rutledge they each said the same thing ... *'I've never heard of anyone breaking a bearing cap before'*.
#!?#!?#!?#!?



So, then I was given a lesson on what a major stuff up I had created for myself. Nobody keeps bearing caps because they are part of the block and are line bored to suit the crankshaft. If you can find one attached to an old block you still have to possibly remove the engine, crankshaft, conrods, pistons etc and send your engine to a re-conditioner to line bore and re-furb the block.

So here I was stuck in lockdown, trying to keep myself busy with a couple of little maintenance & upgrade jobs to while away the hours, now I'm hoping that lockdown lasts long enough so that I can get everything done in time for our spring/summer re awakening.

***Stay safe and well.
Cheers Geoff***

PS: Geoff Byrne has offered me an old block that gives me some options. I was feeling very despondent, but the help Geoff provided has given me hope and not the least a potential to improve my car. *Once again, the TSOA support network is very much alive and well.*

PPS: Graeme Rutledge rang back and advised that Tony Dains has generously offered me a full set of caps. I can't explain how grateful I am to everyone that has offered assistance and especially parts, to get me out of trouble. *The TSOA family is alive and very well*

Many Thanks Geoff



THE TIMES THEY ARE A CHANGING

Ken Peters

Bob Dylan wrote a great song about the way life may have been changing in the sixties and it got me thinking about, not just how cars have changed in the past 50 years, but also the way in which we go about servicing and maintaining them has changed.

In the fifties and sixties, if you take out Holden and the Ford Falcon, cars in Australia were very much British based. But with the sixties and seventies we saw the Japanese brands making their push into the Australian market and bringing with them changes to what you got for your dollar. Things that were not available or were optional extras in some cars were standard fare in the Japanese cars. We started to see performance cars coming from the major manufacturers. We started to see the American muscle car era reaching Australia and the hot rod movement was really in its prime. (*What can be better than a T Bucket or a 32 coupe with a 289 V8? You just can't beat that.*) I have never owned a hot rod myself, but I did help build three separate cars for friends, and gee we had some fun with those cars. The Easter Weekend Hot Rod Nationals at Narrandera ... *great fun.* (*photo previous page?? Ed.*)

I started my apprenticeship as a motor mechanic at the end of 1969 having just turned 16. I had very little real knowledge of motor cars, but the passion for motorsport and cars of all sorts had started a couple of years earlier. I grew up in Adelaide and in 1965 I saw a show on TV of Jim Clark winning the Indy 500. At that time, I would not have known who Jim Clark was, or probably even where Indianapolis was, but I loved it. At the beginning of 1966 we moved to Melbourne and lived not far from Sandown Raceway. Dad took us there to the Tasman Rounds and there on the track was Jim Clark and the likes of Jack Brabham, Graham Hill, Bruce McLaren, Jackie Stewart and others. With that, a lifelong love of motorsport and a career choice was born. For the couple of years we lived in Melbourne, I would get to every meeting at Sandown. When the family move to Sydney came at the end of 1967, it was Warwick Farm that became the 'go to' raceway, especially for the Tasman Series. Once I was old enough to get a license I could then get out to Amaroo and Oran Park.

I have always felt that I was fortunate to learn my trade at a time when we still repaired parts rather than just replace parts, and the servicing procedures were a hell of a lot different then also when compared to today. The mechanical side of cars was a lot simpler back then, but the service work required to keep them on the road and reliable was a lot more detailed than it is today.

I started my trade at York Motors who were not just a Toyota dealer at the time, but also the state distributor of Toyota in NSW. Not only did I have the chance to learn my trade from some great mechanics but also, I was fortunate enough to have a workshop manager with years of experience as a mechanic and who was prepared to give the time and support to allow this to happen. Fifty years later we are still good friends.

I also think that I was fortunate at Tech College with the teacher that we had in my third year. The first two years were too much like school and to say I was not a fan of school would be an understatement, however in that third year with a teacher called Mr Granden, you could just soak up the information. He was not just a great teacher but also had done a lot of work developing equipment for engine diagnosis. I also took the opportunity to do a post trade course with him on performance tuning and even though a lot of things have changed in engine development and tuning over the years, that knowledge gained way back then still stands true. Engine and camshaft guru Bert Jones was a guest presenter in the classroom and the workshop a couple of times during the course.

We still talked in miles in those days and the service schedule was every 3000, then 6000, 9000 and 12000 which is the equivalent of a 20000 kilometre service today. These days service schedules start at 10000 or even 15000kms, although I still believe in changing engine oils every 5000kms on older cars. But it is the work that is done in those services that highlights the advances in technology and the quality of the manufacturing in the past 50 years.

A 20000kms service today is pretty much a basic service. Change the engine oil and filter, check all the other fluid levels and a visual check of everything else. Plug in a scanner to check for any sensor faults. A 20000 mile service in 1969, well it was a little bit different and took 3-4 hours to do. The engine oil and filter were changed. Grease all the front suspension and steering joints. Early model Holdens had around 25 grease nipples in the front end, modern cars none. Some 4WDs, or otherwise heavy vehicles, are the only place you will find a grease nipple today. The gearbox and diff oils were changed. The front wheel bearings were pulled down, cleaned and repacked, all the brakes were checked, de-dusted and re-adjusted. (We used compressed air to blow all the asbestos laden dust from brake drums and discs. Try doing that today and sit back and wait for the lawsuits to arrive.) A full engine tune-up which consisted of new plugs and points. Engine timing reset after the points were changed. The carburetor removed and stripped, cleaned, new needle valves and float level adjustments. Engine valve clearances adjusted and then once everything was back together the idle speed and fuel mixtures were adjusted. Today? Well, you won't find a set of points, in fact you will be hard pressed to find a distributor and you won't find a carburetor. A set of spark plugs will last 100000kms, (which is about 8 to 10 years average

motoring) and fuel mixtures and idle settings are all taken care of by the engine computer.

A friend who started his apprenticeship and worked with me for around 10 years, now has his own workshop at Dural. I was out there a couple of years ago talking to one of his apprentices and the subject of overhauling a carby came up. You could almost see the fear in his eyes because it is just not something that they come across these days. Having said that, the same could also be said for mechanics of my era when computer-controlled fuel injection started to become common in the mid 80's. There was a lot of talk that service costs would go through the roof as computers would need to be replaced on a regular basis, which of course did not turn out to be the case. But there is no doubt that a lot of computers were replaced that did not need to be in those early days.

.... continued over on page 25

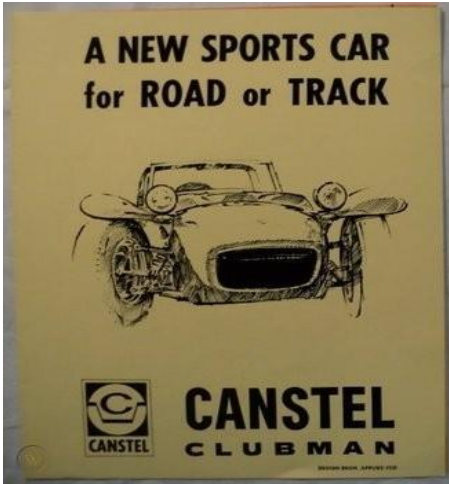
EDITOR'S NOTE: *I am forced to interrupt Ken's terrific story at this point and refer you over to page 25 where it will continue in full. The explanation for this interruption is that for the printed edition of the magazine, the centre 4 pages are allocated to full colour presentations, so sometimes I simply have to juggle things around a bit. (It's a \$ thing.) Ed.*



LAW OF MECHANICAL REPAIR

After your hands become coated with grease
your nose will begin to itch,
and you'll have to pee

FEATURE STORY ON A CAR PRODUCED IN SYDNEY, ONE YOU MAY NOT BE FAMILIAR WITH.



The information, photos & Text courtesy of Rod Chivas, *following a phone conversation originally instigated by Roddy McClements who was in the bed opposite me in Wodonga Hospital and knows Mr. Graham Steele very well. Roddy supplied me with the phone number of Mr. Graham Steele, part owner of the company that built the Canstel Clubman, G. S. Specialised Fibreglass Mouldings & the designer of this beautiful Australian built & designed car. Sadly, Alan McCann, business partner, deceased.*

The photos of the white & green Canstel cars came from the club website.

Canstel Clubman "Australian Production Sports Car" 1969 to 1983

The name: **CAN** (Alan McCann) **STEL** (Graham Steele)

First car (the prototype) built at Specialised Fibreglass Mouldings 1969

Last complete car built at G.S. Motor Bodies 1983

Last complete car sold at G.S. Motor Bodies 1985

Production: -1969 to 1973 Specialised Fibreglass Mouldings 40 cars (39 plus Graham's personal car (the prototype)

1977 to 1983 G. S. Motor Bodies 63 cars. (Mk. 111)

Both companies did make separate panels and bits, for the Canstel.

It is said that S.F.M. did make a lightweight version for racing only.

Paul O'Neill recalls making panels up until close of G.S. in 1989

People:

Graham Steele (S.F.M. owner & designer of the Canstel)

Alan McCann (S.F.M. partner)

Tony Alessi (Distributor)

Terry O'Neill (G.S. Motor Bodies proprietor)

Out of 103 Cars known to have been built, 22 Cars are known to still exist, and 1 car sadly known to have been written off.

My sources of info are Graham and Betty Steele, Paul O'Neil, Peter Wherrett, Mike McCarthy. Articles from Sports Car World, Racing Car News, Great Australian Sports cars.

Adrian Smith, July 2019

Canstel

National Meeting Harden NSW
16-18 October 2020

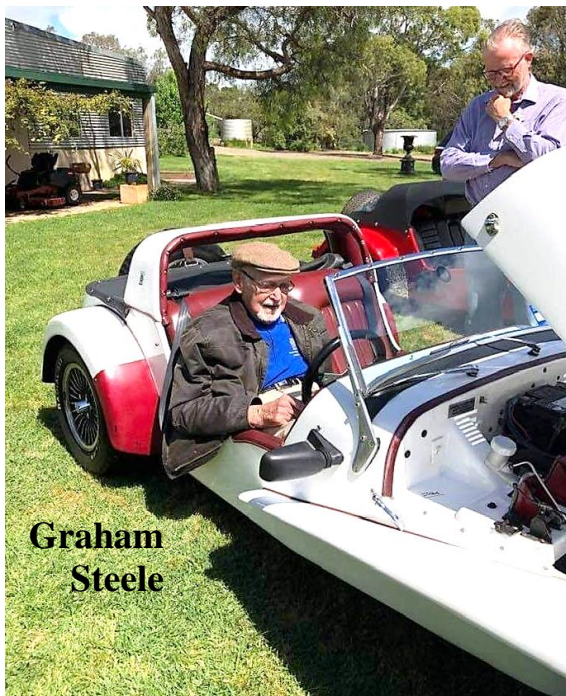


CAR BUILDER CELEBRATED IN HARDEN

Harden resident was celebrated in October last year when 13 Canstel Clubman car owners and enthusiasts met in Harden- Murrumburrah for their National Meeting on the weekend of October 17 & 18. Over 90 Canstel cars were built and sold from factories in Taren Point and Carlton Sydney between 1969 and 1985.

The cars were designed by Graham and the brand is a combination of the name Steele with that of his business partner, the late Alan McCann. Similar in appearance to a Lotus Super 7, the cars were built on a modified Triumph

Herald chassis and were available in kit form or fully built. A variety of engines were used from Ford Consul, MGA, Ford Cortina and Datsun.



**Graham
Steele**

The weekend's activities coincided with the Temora Air Show. There were 3 original Canstels attending the weekend and owners had a belated celebration of Graham's 89th birthday with a dinner at the Terracotta Restaurant. Other activities were held at Harden Country Motel, Light Horse Hotel, DJ's on Neill and the Barnes Store supporting local businesses. On the Sunday, a visit to the Binalong Motor Museum and lunch at Café on Queen rounded out a great weekend. Also attending was former Canstel employee, David Birks and the Sydney-based distributor of the Canstel Mk. 2, Tony Alessi.

The event was originally scheduled for March last year but had to be postponed due to Coronavirus restrictions in place at the time.



With the bonnet removed showing the attention to detail & the important placement of the engine, that went into each car that left the factory in Sydney. Take note of the very smooth finish of the fibreglass mouldings and the general fit of all the panels and lights. A tribute to the craftsmen and women who were involved, proving that small enterprises can produce a car to rival anything built overseas, right here in Australia.

For more information, contact Rod Chivas on 0413 360772 or see CANSTEL CLUBMAN on Facebook

**Good Men
Do Exist.
We're Just
Building cars, buying cars,
thinking about buying cars,
buying parts to fix cars,
talking about cars &
Racing cars..**



THE TIMES THEY ARE A CHANGING

Ken Peters

continuing Ken's article from page 19.....

Valve clearances are also something that just does not happen these days as they are all controlled hydraulically with engine oil pressure. That combined with the incredible machining tolerances in engines these days means they really need no attention. The only thing that will cause any problems today is if engine oils are not changed at the correct intervals. If not changed this can cause a buildup of carbon in the feed holes and they can become noisy. There were hydraulic lifters in the early days, but they still had to be adjusted, some being set with the motor off or others like the Holden six cylinder with the motor running. There were two schools of thought on adjusting them. One was to loosen them until they just become noisy and then tighten the adjuster nut $\frac{3}{4}$ of a turn, the other was to tighten the nut until the motor started to just run rough and then loosen the nut until you had a smooth idle. When I started, Toyota had just released their 6-cylinder motor in the Crown model. At that time this was state of the art. An alloy cylinder head with an overhead cam shaft, cross flow manifold design and hemispherical combustion chambers. The valve clearance adjustment on this motor was a good example of being given the opportunity to learn my trade. These were a silky smooth and very quiet engine and getting the valve clearance correct was crucial to this. I would set the tappets and then adjust the idle and mixture on the carby. The boss would then come over and firstly have a listen to the motor. If he could hear any valve noise, then you would have to do the adjustment again. If they sounded OK, the next test was for how smooth the engine was running. The motor had a fluid coupling fan so when it was at idle you could hold onto the fan, so it did not spin and create any air flow. Whilst I held the fan, he would then stand a cigarette up on the back of the rocker cover and it had to stay upright, or you adjusted them again. It may sound a bit over the top, but things like that and the pride you take in getting it right are what shape your career for the future. From the time I set up my own business and even at the end of my career when I was driving buses, but also helping to look after the company fleet as it grew from having 25 buses to over 100, that knowledge from that early training in sorting problems was invaluable.

The other one that stands out for me is the valve grind and de-choke. When was the last time you had your car in a workshop for that? Every 40-50000 miles we would remove the cylinder head, completely strip it down, regrind the valve faces and recut the valve seats, replace valve seals and any worn valve guides, but even more importantly remove all the built-up carbon deposits from the back of the valves, the combustion

chambers and the cylinder ports. That carbon build up would have a huge effect on the gas flow of the engine and gas flow is the single most important thing for engine performance. Even when I set up my own workshop, I had a valve grind machine and a full set of seat cutters. It was still such a common workshop job.

I also did all my own port work whenever we were building an engine. The hundreds of hours I have spent grinding and polishing cylinder heads to try and achieve that extra horsepower, but it is worthwhile in the end. The theories on gas flow have changed over the years as the ability to measure the flow rate improved, so that it was not just a theory and trial and error. If you ever get a chance to see old photos of the Holden 6-cyl motors that Bert Jones built for drag racing in the seventies with triple SU carbies stuck way out an up from the engine (there was a very good reason for this), or the imaginative interpretation of the rule books in the Ford Sierra touring car days with a plenum chamber "gasket" that gave almost 50% more gas flow at the valve face of the motor.

Why do we not need do valve grinds and de-chokes these days? The primary reason is the improvements in the quality of engine oils and fuel, but also in engine construction and design, with far better machining tolerances and control of engine temperatures, especially around the combustion chambers and the valve seating area. Valves are no longer just a piece of steel they are sodium filled and the valve seats are cut at multiple angles, we on the other hand would cut one angle on the valve and one main angle on the seat with a small second cut on the approach side of the seat. It just technology improving all the time.

The Pre-Delivery Service? That thing you see on the invoice when buying a new car and wonder what you are paying for. I don't really know what constitutes a pre-delivery service these days as vehicles leave the factories so well built, but back in the seventies that was not the case, and the PD service was a fairly major job. We would run spanners over every nut and bolt on the car we could access to check they were tight (quite often they weren't) We would re-tension the cylinder head and re-adjust the tappets and reset timing and carburetor settings and then finish off with a wheel alignment. There was one particular series Corona, where you could put the car up on the wheel aligner and almost do the adjustments before you turned the machine on. You just knew the settings were going to be that far out. Again, it just comes back to how much the build quality of cars leaving the factories has improved over the years.

The tools of the trade

Once again this is an area where the changes have been huge. Tuning an engine back when I started, about the only electronic tool we used was a timing light to set the ignition timing and even that could be done statically before starting the motor. We would set the point gap with feeler

gauges, but what you were actually doing was setting the dwell angle of the distributor. This was the amount of time that the points were closed, which is when the ignition coil is building up its power. A couple of little tricks back then was to fit a higher energy coil and cut the point gap back a couple of thou, which would give a longer dwell time and a bit more *oomph* at the spark plug. With the plug itself we would cut a couple of millimeters off the end of the earth electrode on the plug, which would then open the spark more in the engine combustion chamber creating a slightly better burn. Those couple of things could give you 1-2 extra horsepower on a dyno. The spark plugs available today are so much better, so nothing to be gained by trying to modify them.

At York Motors we had a tune up machine, as they were called back then. It had a tacho, dwell meter, volt gauge, vacuum gauge and a built-in timing light, but it very rarely got any use. My boss would say it was an impressive display of gauges and flashing lights that looked good for the customers, but a good mechanic would diagnose any engine tune problem just as quickly and that was pretty much true. Once there were oscilloscopes added to the machines, they did become a lot more useful as you could get an accurate read on spark plug voltages across each cylinder and pick up any wear or faults in the distributor. When I set up my own shop, I bought a Vane 12volt oscilloscope which was very compact unit and had long leads for the connections. On a lot of cars, you could have it sitting on the front seat with the leads running out the window, under the bonnet to the engine and then take the car for a drive so you could see real world readout with the engine under load rather than just running in the workshop. It was a very useful tool under those conditions. I actually still own it.

Today it is all about scanners. All computers on cars self-diagnose and retain any faults picked up from the numerous sensors around the motor in their memory, in the form of a code. Retract the code and you are half-way there. Before scanners a lot of the computers had red and green flashing lights that would give you the code, two red, three green equals code 23. Others the warning light in the dash would flash the code. Look up the workshop manual under that code number and you know where to go. The VL Commodore which used the Nissan motor was a case in point. It had a common problem with the pick-up sensor in the distributor, but you would end up with three different codes being displayed. This was because with a fault in the pick-up sensor it gave false readings to two other sensors. You would think that it would display them in order, but that was not the case, so the pick-up sensor was not the first code to be displayed. I fell for that trap once, but not twice.

With modern scanners that just plug into a port under the dash or in the engine bay you get not just a code, but also a description of the fault and the order in which things need to be checked if multiple faults are displayed. Things like fly by wire throttle systems are a good example.

There are multiple parts involved in making that system work and when they play up (and they do) there is nothing you can physically see that you will be able to say is the problem. Plug in the scanner and two minutes later you are on the phone ordering the correct part. Then all you need is the seven fingered, double-jointed arms and hands to get into tight confines of today's engine bays to replace the part. Back when, you could even sit in the engine bay with the motor, to work on it! (Page 16?)

On engines today there are quite often special tools required to do the job and you quite simply cannot do the job without them. When this started to become more common, manufacturers would only make them available to their dealerships and it could present some problems. Sometimes you might find out the hard way by undoing a bolt you shouldn't have before locking something else with a special tool. Other times we could make a reasonable version of the tool in the workshop. Today you can hop on the internet and look up any tools that may be needed to do a job and there are plenty of aftermarket tool suppliers here or overseas you can get it from, along with all the correct procedures to do the job.

"Oils ain't Oils".

This may have been a great advertising slogan in the day, but today not a truer word could be said. We went from single viscosity oils to multi grades and now to synthetic oils and between them a huge range of viscosities. If the manufacturer specifies a particular viscosity, then that is what you need to use. The single most important thing with oils today is to make sure you use the correct one for your modern engine. Put some of the 20w50 you have in the shed for your Triumph in your late model engine and it will seize up. The tolerances in bearing clearances in modern engines is so fine that a 20w50 simply cannot be pumped into the journals.

After fifty years in the trade, I still love cars, race cars in particular. Tinkering with cars from our era where you could do a lot of simple things to achieve performance gains or building a fully rose jointed rear suspension for a hot rod or fully adjustable sway bars for a Corolla club race car, it was great fun playing around with these things and you felt real pride when something you built worked. But I do also love the technology in modern motor cars. NASA probably had less computer power to put a man on the moon back when I started then manufacturers have available today just to control the shock absorbers and suspension systems on modern cars, and they needed a room the size of a workshop to house it. Magnetic ride shocks with multiple levels of adjustment, from super soft for comfort to outright performance settings that adjust the steering feel at the same time. This is just incredible use of technology and the unlimited talent of the engineers that seem to have no limit to their imagination. Long may it be so.

In 1979 I went to a seminar at Flinders Uni on electric cars. They were amongst the world leaders at the time, especially on motor design and I

was fascinated with the whole concept. I probably drove them crazy asking questions and trying to understand the physics of why you could not get enough charge back into the batteries whilst also driving. It has taken 40 years but here we are with electric cars starting to become a part of mainstream motoring, with all manufacturers building and developing them. Yes, battery technology has improved, the motor technology has improved, and we have computer controls that allow for things like regenerative braking systems that will boost battery charge whilst driving. Today even the internal combustion engine is so efficient with fuel economy and tail pipe emissions, things that back in the sixties we didn't really even think about. When I started with the bus company, we had Mercedes buses that had a really nice V8 diesel engine but pushing 20 ton around we would get around 2-3kpl. When I called time, we were buying Yutong buses that used the Cummins 6-cylinder engine and because of all the computer controls and engine design changes that have happened we were getting car like fuel economy. Once again it is just incredible use of the technology available. Fuel cell technology is the next area to see big advances and I personally think we will see that used more in heavy vehicles where battery electric will not have the range.

I love all the amazing changes that have happened in this industry over the past 50 years, just as much as I enjoyed playing around and modifying things in those early days and I am still eager to read about all the amazing ideas engineers come up with and then the way a designer turns it into something beautiful. Fifty odd years ago I made a career choice, I have met some great people and learnt a lot of things along the way, and I still enjoy being a part of this great industry. I cannot wait to

see where the engineers of the future take us.

A gas powered van, towing a diesel generator, charging an electric car.

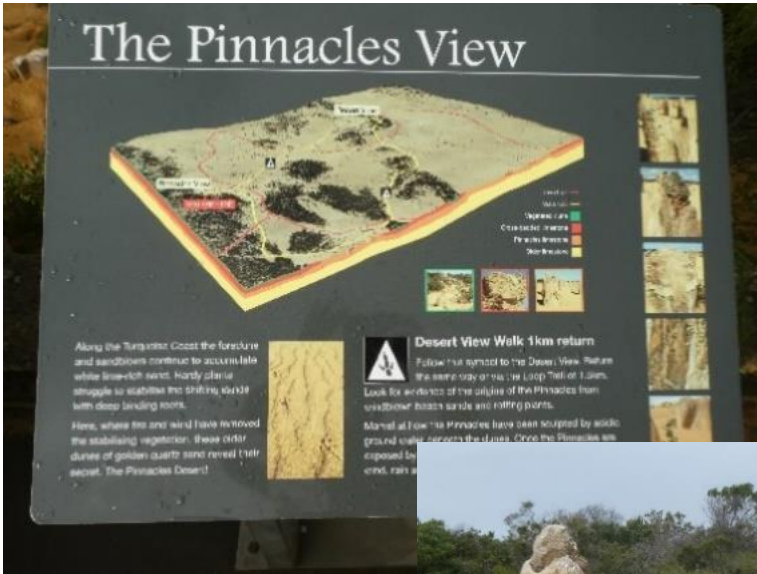
The future is stupid...



I am already looking forward to writing a report on the changes in cars over the next fifty years, although by then I will probably be a cranky old bugger and just refuse to do it.

Cheers Ken

Do you need a current licence to drive an electric car?



AND it came to pass that Moses, the Chief Pinnacle, came down from the high ridge and said to the Lesser Pinnacles gathered in the valley -

“I have concluded negotiations with The Almighty and I have both good news and bad news. The good news is we have agreed to reduce the list of demands to just 10.”

“Yay for Moses, Moses is the Man” cry the Lesser Pinnacles.

Then Moses says -

“The bad news is the one on border closures stays in”
John Whittaker

TECHNICAL

- **Borate esters or pesters**

What led to this article was the previous discussions on brake fluids and problems that could be caused by using different brake fluids . I began by looking at the chemical composition of brake fluids and then the chemical compounds in brake seals to see if there was any possible reaction . What I ended up with was a chart that would be completely useless because when we buy brake seals, we just have to trust the manufacturer to the fact that they are compatible with modern brake fluids.

What I did find was the common use of esters to raise the boiling point of brake fluids. For those that are interested ,borate esters are organic compounds which are prepared by stoichiometric condensation reaction of boric acids with alcohol. There are 2 main classes of borate esters : orthobates, $B(OR)_3$ and metaborates, B_3O_3 Esters are stable molecules which provide good solvency and also provide good low temperature and high temperature performance in engine oils.

This however led me to a lightbulb moment (LED of course). Back in the old days when rego time was up there were always oil leaks to be fixed .I seemed to be forever changing engine seals and those rubber ? valve seals. As with any product, there is always something to lookout for and esters had a downside. The problem was when esters are used in oils it is the compatibility with elastomer used seals. All esters tend to swell and soften most elastomer seals. Old style seals were not necessarily compatible oils containing borate esters .

It is worth noting though that in some modern engines some seals are specifically designed to be used with borate esters where swelling is desirable to balance shrinkage. With modern cars use only oils and seals specified by the manufacturer .

Keith Higgins



*We are not sure
what happened
here..?*

TECHNICAL

- **Compound it**

I was just reading a classic car magazine, yes, I was bored, until I read a page showing how much the prices of classic cars have risen over the years and at first glance you might say, wow wish I bought one of those then.

This takes me back to the days when I was teaching business studies and explaining the return in investment (ROI) to my students. Same thing if they invest say \$50,000 in a business opportunity, how much would or should it be worth some time in the future.

In this case of the magazine showed an exotic European car that (I will use figure to the nearest 0) was bought for \$50,000 30 years ago and was now selling for \$150,000 .Nice profit you might say but is it ? The alternative might be to invest your \$50,000 in something like a super fund that returns a modest 8%pa return which is compounded That is the interest for the next year is calculated on the principle plus interest of the previous year and so on .You can do this over and over 30 times to get the sum at the end of 30 years but it is quicker to use the following equation.

Where F_s is the future sum P is the principle invested and r is the interest rate r/n is used when the interest is calculated more frequently than annually this is raised to the number of years In this case n is 30 years ⁽³⁰⁾

$$F_s = P(1 + r/n)^{(n)}$$

$$F_s = \$50,000.00(1 + 0.08)^{(30)}$$

So Future sum is $F_s = \$503,132$.

The opportunity cost is therefore \$353,132.84

Hmmm Perhaps exciting but in the wrong way And now also take into account the maintenance on the car over the last 30 years

But as we all know we do not buy cars as an investment we buy them because it is a lot more fun taking your car out for a drive than looking at the returns on your investments.

Keith Higgins

THEY DON'T MAKE TRIUMPHS ANYMORE

Michael O'Brien

Chapter 6: The Unfolding Disaster

The following is a chronology of events leading up to the closure of Triumph. It can be likened to the "Domino Effect" where one step leads to another and builds up over time, ending in disaster.

1968

Donald Stokes was appointed Chairman of British Leyland, a company he worked with most of his life apart from a break for service during World War 2. Whilst Stokes completed an engineering apprenticeship, he was basically a salesman and very good at that. He had no training in management or finance but being a salesman, was charismatic and well versed in getting most people to see things his way (there were exceptions as we shall see).

John Barber was appointed Director of Finance and Planning at British Leyland by Donald Stokes. Prior to this appointment, Barber was the Assistant Controller of Ford in Britain. By this time, Ford was recognised as the British nursery for management as it introduced Ford's Americanised theories on centralisation and control. This was in sharp contrast to the newly emerging theories on modern management, in particular those of Edwards Deming and Total Quality Management and the studies of Canadian, Henry Mintzberg.

1970

1970 saw the launch of the Triumph Stag. What should have been an overwhelming success turned out to be a complete lemon. I purchased a brand new Stage when they were first introduced to Australia. It broke down driving it home from the dealer on the afternoon of taking delivery. Joseph Lucas, the Prince of Darkness, strikes again. Fuel pump failure was the cause. The car was delivered to me with a tear in the passenger seat. Remember this was a brand new car, so how could a car in that state get past a quality inspection? The paint work had obviously been touched up with evidence of peeling starting to emerge. The overdrive never worked which was a real annoyance, eventually the water pump failed and the head gaskets gave way which was the last straw. The Spitfires development code name "Bomb" would have been more appropriate.

The Stag was the beginning of the end for Triumph. Moving production to Speke, which is discussed under the launch of the TR7, was a disaster.

But the real problems were the introduced policies of John Barber concerning the selection of components. Every item sourced had to be selected on the cheapest price available. Whether the component was up to the task was irrelevant. The Stag's head gasket problem was a typical example of the issue. The cost accountants overruled the engineers who argued that the head gaskets selected by the purchasing department would fail at a huge cost on warranty claims. The accountants won the argument and the Stags reputation was destroyed.

Moral, never let an accountant or a lawyer run a business.

1973

George Turnbull resigns from BL after an argument with Donald Stokes. He is overlooked as successor to Lord Stokes due to his objections to Stokes policies of centralisation of management. John Barber was given the position. Turnbull was the son of a works manager at Standard who completed an engineering apprenticeship with the company. He later completed an engineering degree at Birmingham University.

Eventually, he became General Manager of Standard in 1959 and at 41, he was appointed a director of British Leyland in 1968 when he became Managing Director of Austin-Morris.

1974

Turnbull together with Kenneth Barnett (Body design), John Simpson and Edward Chapman (Engineers), John Crosthwaite of BRM (Chassis engineer) and Peter Slater (Chief Development Engineer) join Hyundai to develop the company's entry into auto manufacturing on a 3 year contract.

There is an exceptional video on Youtube regarding Turnbull and the establishment of Hyundai that is well worth a watch;

https://www.youtube.com/watch?v=cz3zJORvntE&ab_channel=RobertTurnbullMozartatAngkor

In September, the TR7 is launched, the shape of things to come. Designed by Harris Mann, the "Wedge" was way ahead of its time and was either loved or loathed by the buying public and press. To-day, the car is seen as it was, futuristic and the foundation on which many future cars from many makers would follow.

The car received very good press reports on its release, a promising start but the underlying issues would soon raise their ugly heads. The car was built in the new factory at Speke, Liverpool, a massive management blunder which caused untold damage to the brand's reputation and the future viability of the company. This was the same factory responsible for building the ill-fated Stag. The Labour government of the time, pressured

BL to build and develop the factory at Speke as an attempt to employ the massive number of unemployed in the Liverpool area. Very few of these people had the necessary training and skills to build cars, nor did they have the desire to work. As a result, poor quality workmanship destroyed the car's reputation and when combined with components that were just not up to standard, it's a wonder the car ever sold at all. Production was constantly hampered by industrial disputes by both the factory workers as well as component manufacturers.

1975

Automatic or a 5 speed manual transmission now available on the TR7. In 1975, emissions controls were taking effect and in Federal tune, the car would only deliver 90 bhp and a paltry 76 bhp in Californian tune. Home market tune was a more respectable 105 bhp, nothing fantastic but better than the Yankee versions. 0-60 times were 9.4 seconds with a top speed of 110 mph. Again, respectable but not great.

1976

1976 saw minor improvements introduced to the TR7 and continued production of the Dolomite. Industrial relations continued to be the bane of BL with no resolution in sight. The resulting strikes cost the company dearly in lost sales.

1977

Michael Edwardes appointed Chairman of BL in August, a position he held until 1982. Edwardes was a lawyer with no qualifications in management apart from a traineeship at Alkaline Batteries. Edwardes did however, recognise the disasters that emanated from the policies of centralised management and did a lot to break down the bureaucracy that it all created, albeit all too late.

His main failures centred around dealing with the unions. Being a lawyer, he was lacking in negotiating skills and was confronting in nature. He had a penchant for blaming others and finding a scapegoat for all troubles, never accepting that he was ever wrong.

The TR7 Sprint was developed but only 61 are built. The American emissions legislation was hampering performance of the TR7 so more power was needed. The cars were delivering 127 bhp from the 16 valve engine. Test cars didn't go into production for two reasons, the TR8 was nearly ready for production and the Sprint failed emissions testing. Interestingly, engines later fitted with Bosch L Tronic injection, passed these tests successfully whilst also delivering about 10 bhp more power. Whilst some Sprints have survived, most were destroyed by the factory. What a waste!!!

1978

The Speke plant at Liverpool is closed and TR7 production moved to Canley. Dolomite production was phased out and the Lynx and Broadside projects are scrapped. Stag production ends with a mere 25,877 cars produced. A very noticeable improvement in the quality of TR7's built is achieved. Warranty claims drop and model updates introduced with the car's reputation improving considerably.

1979

The convertible TR7 is finally released in the US. All of a sudden, the look of the car is considered perfect by many of its previous critics. Demand increases but performance continues to decrease with ever increasing emission control legislation.

Why Triumph didn't produce the convertible from the outset is a mystery. US legislation still allowed its sale at the time of its release. If ever convertibles were to be banned, there was always going to be the rest of the world like Europe, Canada and the dominions that still needed fulfilment. This was just another case of getting it wrong.

On Black Monday, the 10th of September, BL announces the pending closure of the MG works at Abingdon. The following October saw a consortium led by Alan Curtis, the chairman of Aston Martin, David Wickens, Peter Cadbury and Lord George Brown with £30 million at their disposal, make an offer to buy MG on a walk in, walk out basis. The stumbling block was that BL wouldn't sell the MG name but would only lease it. This was unacceptable to financiers as there was no long term security in a deal like that once the lease expired. Due to the protracted negotiations and the UK economy turning for the worse, by 1980 the consortium was having difficulties in completing an unconscionably termed agreement and the deal fell over.

1980

TR7 production moved to Solihull. Dolomites to continue to be built at Canley. The TR7 Convertible is finally released in the UK in March. Further improvements in quality control are evident.

The new O Series engine is fitted to experimental TR7's. The aim was to replace the current engine with a new engine that was cheaper to produce. The replacement never went ahead as it failed emissions testing although this problem was later solved in Austin and Rover designs. The engine only produced 93 bhp, so the trouble of developing the engine was hardly worth the outcome. It had Stag engine issues with an aluminium head fitted to an iron block and water cooled with corrosion being an issue.

The TR8 is finally released in the US and Canada.

MG ceases production in October. Due to the over valued pound, every MGB was losing £900 on each car sold in the US. Massive protests by the people of Abingdon with the support of US dealers, fail to convince the government to overturn the decision.

1981

In May, BL announces it will pull out of sports car production. At a cost of £31 million and only 5 years old, the newly built assembly plant at Solihull would be shut down.

On the 5th of October, the last TR was produced, a white TR7 which is now on display at British Motor Heritage Museum at Gaydon. 2 days later, the Acclaim is launched to replace the Dolomite. It would remain in production until 1984 with 133,625 units produced.

1982

The last TR7 & 8's were sold in Canada.

Barrie Wills was appointed managing director of De Lorean Cars and with the Receivers permission, mounted a bid to buy the rights to manufacture the TR7 and TR8 in Ireland. With a plant already in operation, the cash needed was a mere £20 million which was guaranteed by the merchant bank Hill Samuel.



AND SO IT BEGINS!

A stumbling block was that BL repeated the MG problem by not allowing the sale of the Triumph or TR name. The consortium overcame this by doing a deal with Donald Healy's family and the cars would become Healy 2000's and Healy 3500's.

The deal fell over because Margaret Thatcher thought that De Lorean was looking to the government to put up the cash when clearly that wasn't the case.

1983

October and the last Triumph is produced, an Acclaim.

Michael O'Brien

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

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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.

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Saloons	Mal McFarlane	9790 2332		
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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.

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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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TSOA NSW EVENTS CALENDAR

(as at 30 July 2021)

With the current lockdown regulations affecting us all it is not possible for us to confirm dates for any social or motorsport event. Currently all TSOA events scheduled for **September** are **CANCELLED** and events for **October ARE 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 first checking with the event organiser.

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

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

OCTOBER – TO BE CONFIRMED

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 - TO BE CONFIRMED

- 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 - TO BE CONFIRMED

- Wed 01 TR Register Coffee and Cake - John McCormack
Tues 07 Hunter General Meeting* - Alan Watson
Sat 11 Christmas Party* - Epping Club - Geoff Batty

Couldn't believe my luck today. What a rare find! Incredible condition. 2 sheets of 8'x4' ply!



CLASSIFIEDS

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



Back Cover: One of my favourite Stag photographs from the 2019 All British Day – Clive Heyman’s shapely rear end. Ed.

