



# ***TRead***

***June 2023***



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

**[www.tsoansw.org.au](http://www.tsoansw.org.au)**

Facebook [www.facebook.com/TSOANSW](https://www.facebook.com/TSOANSW)

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**Dolomites at play.....**

**Top: Mark Morsillo #44,  
Mark Larmour #43 and  
Phil Larmour #42  
contesting turn 10 at  
Wakefield Park**

**Middle: Phil and Mark  
at Oran Park**

**Below: Phil and Mark  
this time at Bathurst**



**Front Cover: Phil Larmour's muscular looking race prepared Dolomite Sprint before going 'out to play'. For the complete story re the Dolomite Sprint 50 Year Celebration see Page 27.**

# President's Report June

*Lorraine Mooring*

Welcome to another wonderful magazine full of great photos and details on the comings and goings of our members. With cooler nights and splendid days, I hope you have managed to get out and about enjoying the winding roads and sunny weather that our cars just love.

I was unable to join the trip to Berry this time however, from reports so far it was a successful outing with some interesting vehicles on display and no mishaps on the way home (well done Geoff Batty).

At our May meeting, Geoff Byrne gave a very informative talk on the TR5 and TR6 cars and things to look for when buying, servicing or restoring your car. There was so much information to pass on that time beat us, and as the bowling club was closing for the evening we did not have time for those who had questions for Geoff.

Fear not – Geoff has offered to be available at a future meeting to answer those questions so please let us know if you need time with Geoff and we will schedule a time slot in a later meeting.

Coming up in June, the next Social Run is to Freeman's Reach (almost on my doorstep) and a CSCA Round at Pheasant Wood.

TSOA members who were involved in CSCA Super Sprints will have known Mike Basquil from the Lotus Club. Sadly, Mike passed away last month, he will always be remembered for his support and enthusiasm for all he came in contact with during these events. Our thoughts are with his family at this time.

Terry Daly is our guest speaker at the June meeting. Terry has some interesting anecdotes on his re-run of part of the 1968 London to Sydney Marathon which promises to be an interesting presentation.

If you are planning to attend the Christmas in July luncheon, please register NOW as we will need to give advance warning to The Carrington of our numbers for this event. **(R)**

At the time of writing this we still have *Coffee 'n' Cake with Leigh* at Carss Park to come and round out the merry month of May.

***Cheers for now.....  
Lorraine Mooring***



# Notice Board

## Point Score Report

Clubman Points are awarded to members for attending any of the events listed in the Club Event Calendar, these points accumulate toward a member's annual point score total. Bonus points are awarded for attending these events in your Triumph. The Club Events Calendar is found on the TSOA website and also in the pages of the monthly **TRead** magazine.

We have had many members attend the club events held so far this year and there are even more events coming up for members to attend. Various club events, both social and competition, are planned for most areas across the Sydney region, both single club and multi club events.

Having just been down south for a major car display at Berry, and having enjoyed that immensely, I would point out that there are many other large events coming up such as the All British Days at Newcastle and at The Kings School in Parramatta and also the CMC /Shannons Day at SMSP Eastern Creek. These are great opportunities to display your car. If you have any enquiries about these check your **TRead** magazine for details or contact a committee member.

If you go to any of the events or activities with your Triumph, please send through photos and articles for Jeff (the club magazine editor) to include in the next **TRead** so that other members might also enjoy whatever it is that you have been doing, and you will receive a generous points allocation for having done so.

For the attendance part of this year's clubman point score the following list is alphabetical for going to events:

Bob Abdy, Geoff Batty, Nev Bowden, Jeff Breen, Judy Breen, Rodger Gates, Phillip Larmour, Lorraine Mooring, Lydon Moss, Tony Moss, James Rose, Bob Slender, Debbie Stokes, John Stokes, John Whittaker, Peter Yeend.

**James Rose**  
**Point Score Officer**



*Photographic proof that James Rose did actually come forward and stand before the May meeting, he even used the microphone (well sort of).*

# DAVID CLARK AUTOMOTIVE

*Triumph Specialist*

*Established 1976*



**2000, 2500, 2.5 PI, Stag, TR4, TR5 and TR6**

In 1976 David Clark Automotive was Sydney's first Triumph only specialist workshop.

David Clark Automotive is now Sydney's only Triumph only specialist workshop.

Complete workshop facilities in our own premises.

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28 Mary Parade, Rydalmere, NSW 2116

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Website: [www.davidclarkautomotive.com.au](http://www.davidclarkautomotive.com.au)

Email: [david@davidclarkautomotive.com.au](mailto:david@davidclarkautomotive.com.au)

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



# Notice Board

## TERRY DALY

### Guest speaker at the General Meeting 13 June

Our guest speaker for the June General Meeting will be **Terry Daly**, one of 6 members of the Thoroughbred Club who competed in the **2022 Perth-Sydney Marathon** which was re-run mostly over the route of the 1968 London Sydney Marathon.

They covered 5,700 kilometres in 10 days, Terry has a short video clip from the original tour, photos from the 2022 run and will share with us some of his interesting experiences.



## GEOFF BYRNE

### May General Meeting

At the May meeting club stalwart Geoff Byrne gave generously of his time and his expertise to explain to members the finer points to consider when repairing/re-building/restoring a TR5 or TR6.



Geoff Byrne and his reference materials/parts or the demonstration

**'Thank you Geoff'**

**Footnote:** For those particularly interested in TR6s I have posted onto the TSOA website the May edition of TCCV's monthly magazine **Trumpet**. This May edition is chock-a-block full of TR6 articles and details. The TCCV's magazine will be available on the website for only a short time (1 month) and may be accessed by using the LINK provided to members for access to this June edition of **TRead magazine**. Do not miss it! *Ed.*

# RIMMER BROS EST 1962

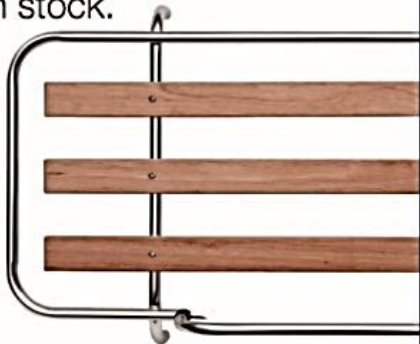
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# Membership

*Norbert Nieuwenhuizen*  
*Membership and Concessional Registration Officer*

## NEW MEMBERS

For this month we have 4 new members to announce :

- **Paul and Fiona Clarke** with a **Dolomite**
- **Nigel Jeffrey** with a **Stag**
- **Joseph Bardetta** with another **Stag** (below)



***Helen Carter  
receiving her  
25 Year Membership  
Pin from President  
Lorraine Mooring***



• ***Norbert***





# **Coffee 'n' Cake ... with Leigh**

0417 849 658 / [Larmour@tpg.com.au](mailto:Larmour@tpg.com.au)

**28 JUNE - VANILLA CREAM CAFÉ AMROO PARK**

**From 10:00AM at 233 Annangrove Road,  
Annangrove**



There is plenty of easy parking, a good menu. and dogs are welcome.

**PLEASE RSVP LEIGH BEFORE 21 JUNE**

**TEXT: 0417 849 658 / EMAIL: [Larmour@tpg.com.au](mailto:Larmour@tpg.com.au)**

**PLEASE REGISTER VIA TSOA WEBSITE - [\(R\)](#) or**

**<https://www.tsoansw.org.au/register-for-an-event/>**

***Coffee 'n' Cakes with Leigh to come ....***

- **July 26 - Strathfield Gold Club, Strathfield**
- **August 30 - Frankie's Food Factory, Terrey Hills**
- **September 27 - Como Marina Café, Como**
- **October 25 (no coffee and cake due to Nationals)**
- **November 29 - TBA**
- **December 27 - City Lights, Woolwich**

# Motorsport Report June

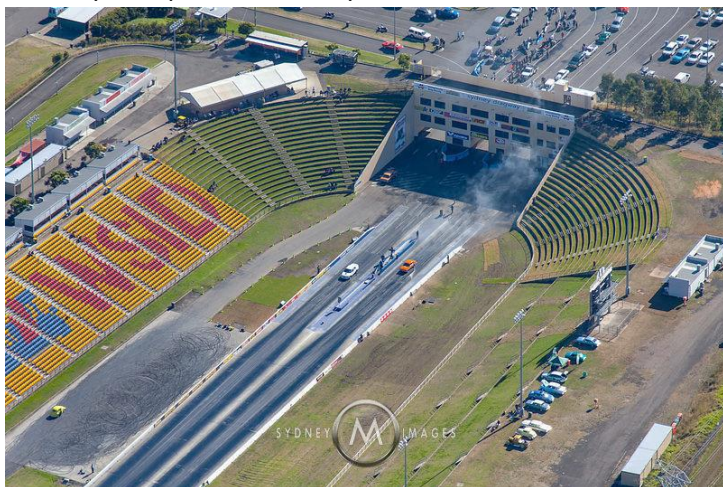
*Philip Larmour*

Hello All,

No CSCA events since the last **TRead**, however a delegation of TSOA members attended the funeral of stalwart CSCA competitor and official Mike Basquil. A sad occasion to commemorate the life of a great man, he will be missed by the motorsport community.

The next CSCA event will be held at the Pheasant Wood Circuit on 17 June run by MGCC Newcastle. Entries are open and entry forms have been sent to all TSOA members on my competitor list. If you haven't received the entry form and would like to attend, please contact me.

Our CSCA event at Sydney Dragway on 9 July is all go, and entry forms will have been sent to the competitor list by the time you receive this magazine. Once again if you haven't received an entry form and would like to compete, please contact me.



The remainder of the CSCA calendar for the year appears below-

- Rd 2- 17 June- Pheasant Wood, (MG CC Newcastle)
- Rd 3- 9 July- Sydney Dragway (TSOA)
- Rd 4- 19 August- SMSP GP (Club Lotus)
- Rd 5- 30 September- Pheasant Wood MGCC Sydney)
- Rd 6- 22 October- SMSP North (Jaguar Drivers Club)

No updates on Wakefield Park apart from reports the new owners have been meeting with the council, local residents and local businesses to identify common ground and synergies that will smooth the way to a reopening of the venue.

**Happy motoring, preferably on a track somewhere!**

**Philip Larmour**  
**Motorsport Director**

# TSOA first official club competition with CAMS approval for a closed Gymkhana held at Pitt Town Airstrip on 9<sup>th</sup> March 1961.



PHONE: FA 1005

*Confederation of Australian Motor Sport  
New South Wales State Council*

*147 Cathedral Street,  
East Sydney*

7th April, 1961.

Triumph Sports Owners Assoc.,  
167 William St.,  
SYDNEY. N.E.W.

Dear Sirs,

A "waiver" of organising permit is hereby granted to the

*"A 'waiver' of organizing permit is hereby granted to Triumph Sports Owners Association to conduct .... Pitt Town Airstrip ... approved by the Chief Secretary and the Police Department, as being exempt from the Speedway (Public Safety) Act 69 and Police permission will not be necessary ..."*

Members present and taking part as follows-

Ray Cook, **Peter Addison**, Allan Slater, Fred Fry, Alex Burnham, Bob Leslie, Richard Brown, Tony Ainsworth, Mike Coyne, Keith Mitchell, Ray Hundrof, Bob Rose, Jan Rose, T Young, Graham White, Neville Williams, Mike Read, Allen Wright, Bill Haynes, Bill Fleming, Mike Wayman, Bill Hayman, Jan Rose and T Young were the 2 ladies of the day.

The events of the day were:

Salem, garaging, circuit time (100yards around 6 cones) blindfold driving, (what no bingles), flag bending, garaging in line, flag pickup, circular flag bending, taxi pickup, clover leaf, circular reverse bending. Then Ray and myself ran out of ideas so a good first competition day was enjoyed by all and no damage was done to any competitors.

**Peter Addison**

## RACING

**MG Racing** has been around for over 30 years and has been a staple of the Victorian motorsport



landscape and is now expanding into New South Wales and South Australia. MG Racing has had a long history of running Phillip Island, Sandown, Winton and in the past at Calder Park, in more recent times venturing to Mallala motorsport Park and Tailem Bend Motorsport Park in South Australia and Sydney Motorsport Park in New South Wales.

MG Racing has a unique multi class formula which also has a class weighting system to enable every competitor an equal chance of success. The series features a variety of MGs on track showcasing the heritage of the MG brand, from early cars like MG TC's, through to the staple MG B as well as modern era cars like MG F's, TF's, ZR's and ZT's and some of the most significant cars in MG's modern era are part of MG Racing. We cater for cars of varying specifications, from CAMS Group S log booked 'historic production sports cars', through to people stepping up from club competition to cars holding 2A and 2B sportscar logbooks.

## INVITED BRITISH SPORTSCARS

**MG Racing** also allows by invitation some classic British sportscars that are a similar vein to our MG's. Current examples of competitors are Austin Healey, Austin Healey Sprite, Triumph Stag, Triumph Spitfire, Triumph TR's, Triumph GT6, Jaguar E-Type, Lotus Elan.

MG Racing works on the motto 'Safety Fast', this means close, fun, hard racing with an emphasis on non-contact racing and gentlemanly sportsmanship. There is nothing more fun than jumping out of your car on Sunday and enjoying the series BBQ and chatting about how much fun we had!

Come and have a look or speak to one of our committee members at [committee@mgracing.com.au](mailto:committee@mgracing.com.au)

## JOIN MG RACING:

Please complete the form at this link and a state contact will be in touch with you shortly: [https://mgracing.com.au/?page\\_id=3091](https://mgracing.com.au/?page_id=3091)

## LINKS:

Facebook: <https://www.facebook.com/groups/mgracingaus/>

Website: <https://mgracing.com.au/>

..... *from the editor*



## VSCCA Cootamundra Sprints 02 September

The planning for the TSOA road trip out to the VSCCA Sprints at Cootamundra has been completed. Team Triumph for this year's event will include President Lorraine Mooring, Helen Carter, Jenny Campbell & John Whittaker, Jill & Lindsay Day, Debby & John Stokes, Maria & Colin Allerdice, Ken Horspool (& hopefully wife Jan) plus Judy & Jeff Breen. Final details for the road trip will be distributed to the Team shortly.

In last month's *TRead* I had included a photograph of a pretty unique car parked casually to the side at the 2022 Sprints. This was done to show members the type of treasures that often come out of the woodwork at this fantastic event.



Well, member Colin Allerdice has taken things a little bit further and identified this very rare car. The vehicle is an 'OM' or **Officine Meccaniche**, a similar machine won the first two Mille Miglias. Colin took the photo below in Brescia 2018.



# Social Report for May

**Geoff Batty**

*email: [social@tsoansw.org.au](mailto:social@tsoansw.org.au) or text: 0428 242 597 or*

The days are getting shorter and the nights and mornings colder, but these crystal clear sunny days are really the best time to enjoy your Triumph. In our beautiful country we are blessed with great places to visit and generally pretty good roads to get there.

Occasionally mechanical, electrical or life issues crop up and set a challenge to our plans, but of course we knew this when we started on this journey, right? So, it is always great to see members out and about in their cars and enjoying the club activities as often as they can. Well over thirty TSOA members were in attendance on the day of The National Heritage Day of Motoring celebrated at Berry Showground. Nice to see such a good turnout.

The Heritage Day at Berry seems to bring good weather and a great mix of people, cars, bikes and this year some very old carts. Although the wind was a bit annoying it didn't detract from the sparkling display of automobile history on the Berry Showground. It is always interesting to see the variety of cars and the various levels of originality or personalisation that reflects people's individual choices. There were some fantastic very old and very original cars from early last century all the way through to modern day classics and with everything in between.

A very original Torana GTR XU1 (web photo), a lovely grey/blue Jaguar XKSS Replica and the 'bits & pieces' bike, were probably my favourites.





Berry offers a range of things to do for those not entirely wanting to talk cars all day, with Fashion, Homewares, Collectibles & Specialty Shops liberally scattered around the Town Centre within easy walking distance from the Showground.

This year we had lunch at the Berry Hotel and were given our own private dining room to use. The food all looked and tasted pretty good and despite being pretty busy, everyone got fed in reasonable time. After a good chat and feed at the Pub we headed back to the Display and found that the Showground had emptied considerably so the Triumph contingent followed suit and headed home.

Coffee 'n' Cake at "By The Bay Cafe" in Carss Park on 31 May will be over before the time that you read this, however the next big social event after that is **Lunch on Sunday June 4<sup>th</sup> at "Macquarie Park Boathouse Café" in Freemans Reach (see the flyer following). Registration for this event is essential for catering purposes.**

Our annual **Christmas in July** is fast approaching so come along to the **Carrington Hotel in Katoomba** and enjoy some mid-winter Xmas cheer with all the traditional trappings set in the historic Carrington Hotel's grand dining room. It's a good excuse to spend a night or the weekend in the World Heritage listed Blue Mountains. Again, **bookings are essential, refer to the flyer following for more detail.**

### **TR6 Update.**

After "failing to proceed" on the run home from Wollombi last month, it looked like another fuel issue was the problem. On removing the fuel filter and the fuel tank it was evident that the red silicone gasket goo that I used when re installing the fuel sender unit had turned into spongy goo and blocked the tank outlet and the fuel filter. After cleaning everything up ordering a proper paper gasket and new filter the 6 sang like a bird all the way to and from Berry, with no help from the NRMA required. *Happy Days.*

***Cheers ... Geoff***

***Pencil these dates in your calendar, more detail to follow in future magazines ....***

## **20 August, Sunday Shannons Sydney Classic Sydney Motorsport Park,**



Celebrating: 100 years since the 1<sup>st</sup> Triumph motor car  
90 years of the Triumph Super 8 and Triumph Gloria  
70 years of the Triumph TR2  
60 years of the Triumph 2000 Saloon  
50 years of the Triumph Dolomite Sprint

Tickets are available from Bob Adby at \$25 per car.  
Limited tickets available due to construction works at SMP  
Payment either cash to Bob or by direct banking transfer to  
Acc Name TSOA BSB: 032-081 Acc No: 910909 Ref: 'Shannons'

## **21 October, Saturday Wyong Christian Community School Car Show**

Central Coast British Car Club  
<https://ccbcau.weebly.com/>



# **TSOA (NSW) – Social Run Lunch at Macquarie Park Boathouse Café, Freemans Reach (Windsor) Sunday 4<sup>th</sup> June**

**Address:** 1 Wilberforce Rd, Freemans Reach  
NSW 2756 (Just over the Windsor Bridge on the left)

**Time:** 12.00 Noon



<https://www.facebook.com/boathousecafeandrestaurant>

Please register on the TSOA website by the  
29<sup>th</sup> May 2023

Geoff Batty Mob: 0428 242 597

email: [geoffrbatty@gmail.com](mailto:geoffrbatty@gmail.com)

<https://www.tsoansw.org.au/register-for-an-event>



# Euro Motorfest 2023

## Sunday 18th June

From 8.30am to 1.30pm

Display Vehicle entry fee \$10.00

### Newcastle Foreshore Park

Wharf Road, Newcastle East

**Food & Drinks available**

For more info call Andrew Gowans 0425 204 762

*All European Marques Welcome!*

Please register your club's attendance by emailing [public\\_relations@huntermg.com](mailto:public_relations@huntermg.com)

In the event of wet weather the alternative date is Sunday 25th June  
See also <https://www.huntermg.com/event/euro-motorfest-2023/>

**Presented by MGCC Hunter Region**

Donating to

**Variety the Children's Charity &**

**John Hunter Children's Hospital**



**Notice:** Members with HVS/ CVS registration on their Triumph should note that this **Euro Motorfest at Newcastle** is not an 'official' TSOA event. You will need to use the logbook method to attend this event.

# **TSOA(NSW) – Christmas in July 2023 Yulefest Lunch, The Carrington Hotel**

**Date:** Sunday, 16th July 2023

**Address:** 15-47 Katoomba St, Katoomba

**Time:** 12.00 Noon

**Menu:** Four Course meal, Entrée, Main,  
Dessert c/w Coffee, Tea &  
Christmas Cake.  
Includes complimentary glass of  
Gluhwein.  
Resident Pianist & Singalong  
Lucky Door Prize  
Prize for Best Yulefest Costume

**Cost:** \$60 per head

**Bookings Essential: RSVP 3.7.23**

**Payment to TSOA. BSB:032-081  
A/c: 910909**

**Please register on the TSOA website**

**Geoff Batty Mob: 0428 242 597 email:  
[geoffrbatty@gmail.com](mailto:geoffrbatty@gmail.com)  
<https://www.tsoansw.org.au/register-for-an-event>**

# Coming Up Trumps

Registration is required for events marked **(R)**.



**04 June - Sunday (R)**

**Lunch – Macquarie Park Boathouse,  
Freemans Reach**

Geoff Batty mobile: 0428 242 597 or  
email: [geoffrbatty@gmail.com](mailto:geoffrbatty@gmail.com)

**07 June - Wednesday**

**TR Register – C&C**

**17 June - Saturday**

**CSCA Round 2 – Pheasant Wood**

Philip Larmour: 0407 191 299 or  
Email: [Larmour@tpg.com.au](mailto:Larmour@tpg.com.au)

**18 June – Sunday**

**Euro Motorfest Newcastle**

\*non-TSOA event, logbook required

**28 June - Wednesday – (R)**

**Sydney C'n'C with Leigh - Vanilla Cream Café,**

Leigh Larmour mobile: 0417 849 658 or  
Email: [larmour@tpg.com.au](mailto:larmour@tpg.com.au)

**05 July – Wednesday**

**TR Register – C&C**

**09 July – Sunday - (R)**

**CSCA Rd3, TSOA Event, Sydney Dragway**

Philip Larmour 0407 191 299 or  
Email [Larmour@tpg.com.au](mailto:Larmour@tpg.com.au)

**16 July - Sunday – (R)**

**Christmas in July, Katoomba**

Geoff Batty mobile: 0428 242 597 or  
email: [geoffrbatty@gmail.com](mailto:geoffrbatty@gmail.com)

**26 July – Wednesday - (R)**

**Sydney C'n'C with Leigh – Strathfield Golf Club,**

Leigh Larmour mobile: 0417 849 658 or  
Email: [larmour@tpg.com.au](mailto:larmour@tpg.com.au)



# National Motoring Heritage Day Berry Showground Sunday 21 May



There were many Triumphs there. Triumph may have been the largest number of British marque cars on display on the day.



Carol Hutley testing the load limitations of husband Paul's TR6





# National Motoring Heritage Day Berry Showground Sunday 21 May



**FE Holden Station Wagon**



**Colin Allerdice's  
Maserati Ghibli**



**Datsun 240Z**



**Something for everyone ...**



# National Motoring Heritage Day Berry Showground Sunday 21 May

**1926 CLYNO  
Roadster**



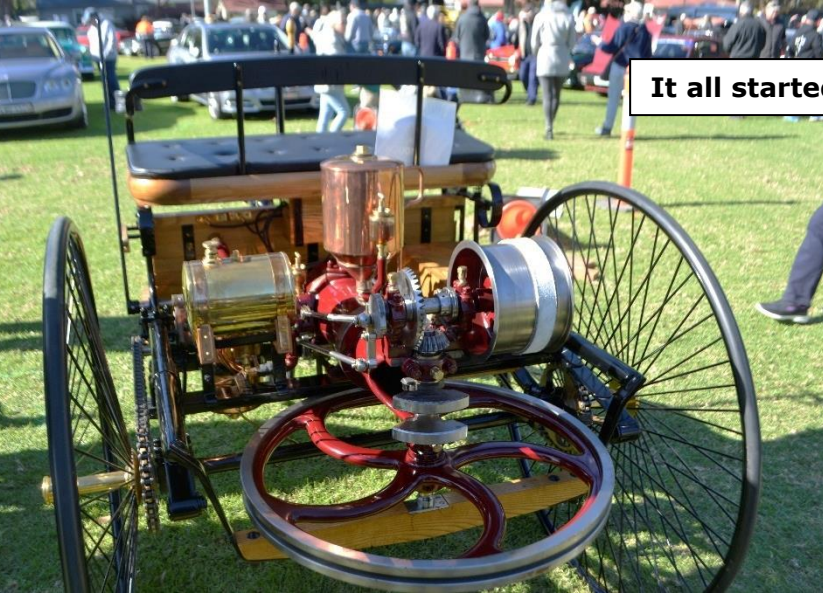
**c1927 Rolls Royce  
Phantom Roadster**



**TSOA member  
Ken Horspool's award  
winning 1931 Chevrolet  
Sports Delux Roadster  
(front) with wife Jan's  
1952 Morgan Plus 4 in  
the row behind.**



# National Motoring Heritage Day Berry Showground Sunday 21 May



It all started with steam ....



This is described as '*patina*'



Ah ... now I know  
what these are for!



# Dolomite Sprint 50 Year Anniversary



Most of you will know that the Dolomite Sprint was an evolution of the Dolomite 1850, which itself evolved from the front wheel drive 1965 Triumph 1300.

The Triumph Dolomite was unveiled in October 1971 as the successor for the upmarket variants of front-wheel drive designs, however in typical British Leyland world at the time a number of strikes and other industrial upsets delayed the release, the Dolomite was unveiled in June 1972 and did not go into full production until October 1972.<sup>[2]</sup>

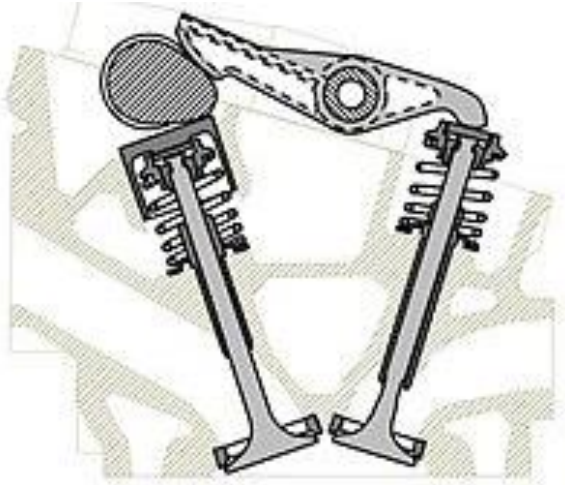
So why did it take until June 1973 for the Sprint to be unveiled?

Well apart from the strikes and other industrial disputes at the time, the Sprint had a number of significant engineering changes that set it apart from the Dolomite 1850.

Although the Dolomite proved to be refined and rapid, competitors such as the [BMW 2002](#) had a performance advantage which was costing Triumph both in terms of sales and prestige. To remedy this, a higher-powered development of the slant-four engine was required, particularly with an eye to being competitive in motorsport.

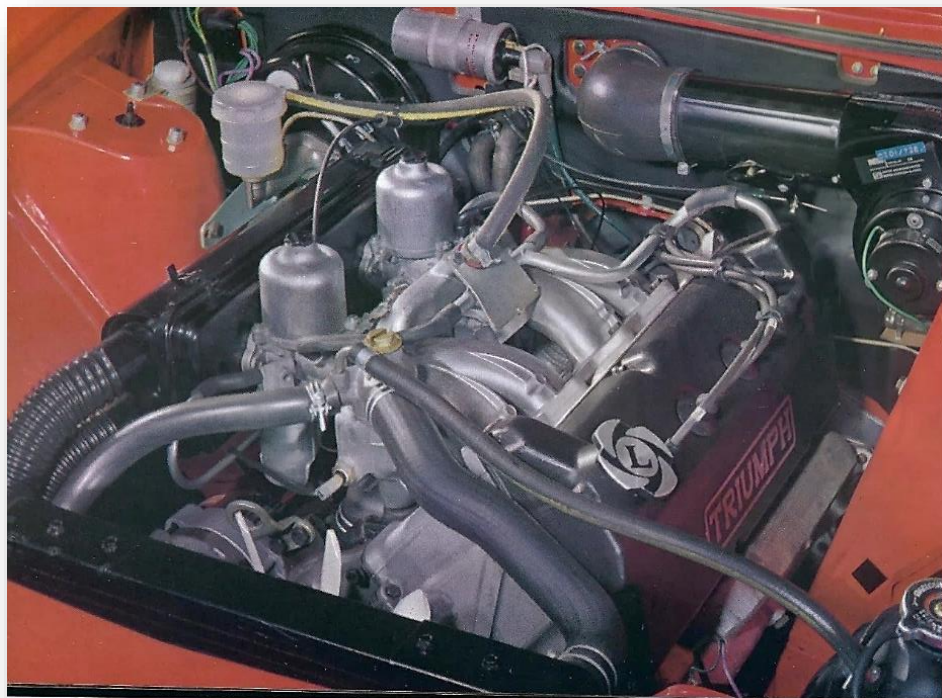
Triumph engaged Spen Kind (of Range Rover fame) to lead a team to extract more performance from the slant four engine. In conjunction with Harry Mundy and the Engineers at Coventry Climax, a 16-valve cylinder head was designed, with all of the valves being actuated using a single camshaft rather than the more conventional DOHC arrangement. The capacity was also increased to 1,998 cc (122 cu in), and combined with bigger carburettors the output was upped to 122 lb-ft (165 N-m) at 4,500 rpm and 127 bhp (95 kW) at 5,700 rpm. This represented a significant power increase over the smaller 1850 cc variant.

Section of a Triumph Dolomite Sprint cylinder head, highlighting the single cam operating both inlet (directly) and exhaust (through a rocker arm) valves.



The engine was expected to make 135bhp, and factory test engines were producing 150bhp.<sup>[5]</sup> Hence, it was initially intended to be named the 'Dolomite 135'. This was changed to 'Dolomite Sprint' and published reasons vary. One oft-repeated rumour is that production lines could not guarantee 135bhp. However, during development Triumph switched to measuring power from imperial(SAE) to metric(DIN), which calculated outputs approximately 5 per cent lower. In this case 135bhp SAE is 127bhp DIN.<sup>[7]</sup>

As a result of the use of this engine, the Dolomite Sprint has been claimed to be "the world's first mass-produced multi-valve car".<sup>[8]</sup> While other multi-valve engines (notably the Lotus 907) were produced in volume, they were not used in mass production vehicles until after the introduction of the Dolomite Sprint. The design of the cylinder head won a British Design Council award in 1974.<sup>[9]</sup> 0–60 mph acceleration took around 8.4 seconds, with a maximum speed of 119 mph (192 km/h). Trim was similar to the 1850, with the addition of standard alloy wheels (another first for a British production car), a vinyl roof, front spoiler, twin exhausts and lowered suspension. The seats were now cloth on the 1850, and these were also fitted to the Sprint.



Due to the increase in power brought by the new engine, the rest of the driveline was upgraded to be able to withstand the extra torque. The gearbox and differential were replaced by a version of those fitted to the TR and 2000 series cars, albeit with a close ratio gearset in the gearbox. The brakes were upgraded with new pad materials at the front, and the fitment of larger drums and a load-sensing valve at the rear. Other changes over the standard Dolomite included the option of a [limited slip differential](#). The optional overdrive and automatic transmissions from the 1850 model were also offered as options on the Sprint. Initial models were only offered in "[mimosa](#) yellow", although further colours were available from 1974 on.

At its launch, the Sprint was priced at £1,740, which compared extremely well to similar cars from other manufacturers. The press gave the Dolomite Sprint an enthusiastic reception. [Motor](#) summarised its road test (subtitled "Britain leads the way") with glowing praise:

*...the Sprint must be the answer to many people's prayer. It is well appointed, compact, yet deceptively roomy. Performance is there in plenty, yet economy is good and the model's manners quite impeccable ... Most important of all, it is a tremendously satisfying car to drive.* <sup>[10]</sup>

A press release dated May 1973, from BL's public relations department, states ..... "To acknowledge the Dolomite Sprint's performance the Triumph sports car colour range will be used, with the first 2,000 cars finished in Mimosa with black trim. Other distinguishing features are a black simulated leather roof covering, contrasting coachlines along the body and new badges.

# Find out how much slower your car is than the Dolomite Sprint.

0-60 times:	
Dolomite Sprint	8.7
BMW 528i	9.0
Mazda RX7	9.2
Lancia Gamma Coupe	9.2
Alfetta GTV2000 SE	9.3
Saab Turbo	9.3
Fiat Mirafiori Sport	9.4
Mercedes-Benz 350SE	9.5
Forsche 924	9.5
Ford Cortina 2.3GL	9.6
Peugeot 604SLi	9.7
Ford Granada 2.8GL	9.8
Ford Escort RS2000	9.9
Lancia HPE2000	10.0
Rolls-Royce Corniche	10.1
Renault 30TS	10.1
VW Passat GLS	10.2
Fiat X1/9 1500	10.4
BMW 320	10.5
Citroen 2400Gti	10.5
Morgan 4/4 1600 45Tr	10.5
Fiat 132 2000	11.0
Alfasud 1.5ti	11.2
Vauxhall Carlton	11.4
BMW 525	11.7
Fiat Mirafiori 1600 CL	12.0
Toyota Celica 1600ST	12.4
Saab 900GLS	12.6
Ford Cortina 1.6GL	12.9
Vauxhall Cavalier 1.6GL	13.0
Ford Capri 1.6GL	13.6
Citroen 2400 Super Fam	13.9
Renault 20TL	14.4
Mercedes-Benz 250	14.5

Secs: 7    8    9    10    11    12    13    14


If there are any Porsche or BMW owners in a severe state of shock after perusing this list, we can only extend our deepest sympathies.

But the plain fact is that the Dolomite Sprint's legendary acceleration leaves virtually all the competition standing. And as far as sitting goes, it leaves most of the competition far behind too.

Its deep fully reclining driver's seat doesn't only adjust for reach but for height as well. It has a fully adjustable steering wheel, deep pile carpet, real walnut veneer fascia and door cappings, and all round tinted glass.

And a whole host of prestigious features that normally come as extras - from overdrive right up to a push-button audio reading neatly under the dashboard.

Turn it on. The music you'll hear is just about the only thing that doesn't go any faster on the Dolomite Sprint.



The Dolomite Range. The competition can't compete.

From May 1975 on, overdrive and tinted glass were standard. In addition, all Sprints were fitted with body side trims, a plastic surround for the gear lever, and a driver's door mirror. Headrests were now available as an optional extra. From March 1976 headrests, a radio, and laminated windscreen were standard. In 1979, to comply with upcoming UK legislation, twin rear fog lamps were also standard.

As with many other British Leyland cars of the period, a number of "special tuning" options were available for the Dolomite Sprint, offering dealer fitted upgrades to the car that included larger carburettors, freer flowing exhaust systems, competition camshafts and flared wheel arches. These upgrades were designed by the factory race team and offered in order to [homologate](#) the tuning parts for competition purposes.

## Australian Dolomite Sprints

From August 1975 to June 1978, 620 Sprints were imported into Australia by JRA, all in Mimosa Yellow. The Triumph TR6 and Stag could be specified in Mimosa but not other Dolomites.<sup>[13]</sup> The 16v Sprint generated a profile far higher than outright sales would suggest. In addition to stunning performance, the \$7700 road going Sprints were praised for full instrumentation, a walnut interior, clock, and corded bri-nylon upholstery as seen on the Porsche 911. Like the UK, the aforementioned 'special tuning' options were also available as dealer fitted options. Australian market Sprints cost more brand new than the high performance Ford XB Falcon GT 351 which had an asking price of \$7100. Other rivals included the Lancia Beta (\$8233) and BMW 2002 (\$8419). Influential Australian journalist Harold Dvoretzky (who in Europe, drove 1260 km in a Sprint) hailed the Sprint as British Leyland's best and most advanced model since the Jaguar XJ12.<sup>[14]</sup>

Sprints were raced throughout Australia including by dealers such as Ron Hodgson. Hodgson invested six figure amounts developing the Sprint into a unique competition car which was to be amongst the fastest of its type anywhere in the world. Inspired by L34 Torana program and dubbed 'Super Sprint' this was ultimately rejected by the Confederation of Australian Motorsport (CAMS). CAMS also insisted on 500 cars for homologation requirements, whilst Leyland were willing to build only 300 (from the 600 already present in Australia).



At the 1976 Bathurst 1000, Jack Brabham's Torana was famously rammed and heavily damaged by a Dolomite Sprint driven by John Dellaca and Kerry Wade. In the following year, CAMS controversially refused to approve the Sprint's pistons, thereby denying the Sprint compliance to race in the 1977 Hardie-Ferodo Bathurst 1000.

By July 1976 the strict Australian Design Rule [ADR27A](#) came into effect. With emission requirements unique to Australia, it was not feasible for British Leyland to re-engineer the car for a small niche market.

Many of you will be familiar with my ex-Ron Hodgson Dolomite Sprint but not many are aware it is an early car with a build completion date of 31 August 1973, only two months after full production started. Its British Motor Industry Heritage Certificate identifies that it was built as a New White exterior with Black trim, RHD for the Home Market but with no Dealer identified. This is understandable as I had it confirmed by Ron Hodgson himself that he purchased the Dolomite from Broadspeed Engineering. I believe this Dolomite Sprint is the oldest Sprint in Australia.



Like many Leyland and Triumph cars of the time the Dolomite Sprint did suffer some quality issues, though it was not the worst car from the company by any means. However, time has proven that with regular maintenance by dedicated owner they can be reliable everyday transport, remembering they are now 50 years old.

It is somewhat a shame that the Dolomite Sprint never achieved the same cult status as an Escort RS, however as a car to live with the Dolomite Sprint was and still is a much nicer car to drive than the Ford and definitely lived up to Triumphs ambition of it being a medium size luxury "**Businessman's express**".

**Philip Larmour**

# Hunter Happenings

## TSOA Hunter Area Meeting 2nd May 2023

**Present:** John Derrick, Michael Markey, David Hynes, Steve McGill, Alan Watson, Chris Lancaster, David Walshe, Brett Gilles, Rick Schmalzer, Michael Debono, Terry Burns, Graham Paterson, Bill Burns

**Apologies:** Bryan Mclean, Gary Cox, Rob Guyder, Rowan Burns, Wayne Wheaton, Bruce Milne, Sarah Armarego, Barry Prasil, Michael O'Brien, David Walshe, Danny Herringe, Ian Lovi, Chris Johnson, Damien Whittaker

### Events on the horizon

**Saturday June 18, 2023, Euro Motorfest at Newcastle Foreshore Park** \$10 entry fee for displaying cars between 8.00am and 2.00pm by MG Car Club Hunter Region

**Christmas in July** is being arranged by David Walshe and it looks like **Saturday 15 July 2023** at the Paterson Tavern and David would appreciate attendees responding to him on 0409885342.

**Sunday 6 August:** Graham Pinkstone Memorial Run which involves a 1 1/2 hour drive through the Singleton area and finishing with lunch at a Cessnock Hotel

**Sunday 17 September: All British Day The Kings School Parramatta**

**Alan Watson** opened the meeting and asked David Hynes to address on the Lunch with the TSOA Sydney members at the Wollombi Tavern. This was attended by Alan Watson, Brett Gilles and David Hynes joining 17 Triumphs from the Sydney TSOA. These three got into the spirit of the day by driving through Wyee, Yarramalong, Kulnura and Laguna before arriving at the Wollombi Tavern. There was a Holden Club attending at the same time and mostly composed of FBs and FCs, that was the cars. David was impressed with the drive before the Wollombi Tavern commenting on its beauty and the enjoyable suitability of the roads to our sort of cars. David was amazed that where the Triumphs congregated was, in old speak, 40 feet below shoulder height within the Tavern, such was the volume of water in the recent flooding. David assures a good time was had by all.

## **General business:**

**Steve McGill:** Steve is researching the conversion of his TR6 to CV (constant velocity joints replacing Triumph's universal joints). Steve mentioned how popular these items are and that Greg Tunstall has taken over a previous supplier. The writer adds that Geoff Byrne of Sydney commends Goodparts of the US who's proprietor is Mr Good. They have some very nice parts for TR6s and TVR 2500M.

**Terry Burns:** Terry has just received his reconditioned cylinder head back after a blown head gasket. Some cracks have been remedied.

**Brett Gilles:** Brett attended Steamfest and could not have enjoyed it more. Chiefly, he admired the Beyer Garratt 6029. Last meeting Brett told us of his visit to his daughters in South Australia, one living in Adelaide and one living rurally in the Adelaide Hills. He did however, not address the elephant in the room, so to speak. He attended the Adelaide Speedfest during his visit. Brett spoke glowingly about the event which composed of demonstration events and not competition. Though at times though it looked like competition, it was for the spectator. The highlight to Brett was seeing Sir Jack Brabham's 1966 Repco Brabham BT20. As well as this spectacular car, were a further 16 Formula 1 cars of note. Brett reports a McLaren V10 was an amazing sound at 16,000rpm along with further 1.5 litre cars. There were also Australian heritage cars including Falcon and Torana. Although not strictly Brett's cup of tea, Drifting displays occurred, and they were remarkable with cars choreographing at speed with seemingly 20 centimetres between them. And yes, plenty of Skylines for Brett to notice as well. Lastly, 20 Ferraris were on display as well as a massive display of all cars in Victoria Park replete with MGs, Triumphs and Healeys.

Brett also went to Michael Debono's and mentioned the writer devoted 30 minutes to looking at Brett's beautiful Skyline, having waved to Brett some 400 metres away when he noticed an awesome motoring sound in peaceful Tighes Hill. It was great to show Brett the TRs.

Lastly, Brett has become a member of the MG Car Club and has previously mentioned another member living just four doors up from him at Ashtonfield. This fellow has an MGB he has restored, and he is not good with engines. Brett saw how sadly this B was running and he noticed it had two 1 3/4" SUs and, as if from 'muscle memory' of thirty years earlier, Brett was soon turning the important brass nuts below the carburettors several flats enriching the mixture till it was running sweetly. Brett has ordered a garage for his slab and signals that he will have space for a sidescreen TR beside the Skyline !

**John Derrick:** John and his wife enjoyed a drive in the GT6 to a nursery at Wye which also had a cafe. The potholes were bad, but the drive was



enjoyable. Shortly John and his wife will be embarking on a three month journey in their Landcruiser and van to Western Australia. Because the Fitzroy Crossing Bridge was taken out by flooding, their amended route takes in Meekathara, Kalgoorlie, the Pilbara and Mt Tom Price. We wish them a happy and safe journey and look forward to hearing the tales.

**Chris Lancaster:** Chris and Julie had been out in the TR3A driving through King Edward Park when Chris experienced the disconcerting feeling of a failure to proceed. The lack of throttle response when Chris investigated was due to a now missing bolt in the carburettor linkages. Julie started walking down the road in an attempt to find the missing bolt, so proximate to the failure to proceed, Chris thought it would be possible to find it. Their collective efforts didn't retrieve the missing bolt but did find a hair elastic. God knows how, but Chris used the elastic to make the car functional to get the back to Merewether. A more substantial repair was later made by Chris and a few days later he set out for Singleton early one morning as its rego is imminent. Chris remarked that the TR is going beautifully and that a long drive is the best assessment of a classic's enjoyableness. The writer concurs. With 90% of his cars' journeys being inner city, it is the drive to Maitland that stops all the gear changing and allows flicking the electric overdrive and enjoying the road.

**Michael Markey:** Michael had nothing Triumph to report. It was great to see him again.

**David Hynes:** David recently spoke to our Club's Vice President, John Stokes. John is always available to assist with all aspects of work on Triumph cars. David's Stag hasn't been out lately.

**Rick Schmalzer:** Rick did not have any Triumph related news.

**Graham Paterson:** Graham acquired a horn button ring and had a clutch slave attended to by Belmont Carline. He attended Steamfest and greatly enjoyed travelling behind the Beyer Garratt 6029 to get there, albeit at some expense. Graham noticed how comfortable the old carriage seats were. As Chris Lancaster pointed out, unlike the Tangaras which provide 'Porsche' seating.

**Michael Debono:** Michael has long been trying to remedy the TVR's mixture. Equipped with Zenith Stromberg CD175 carburettors on its 'American' Triumph TR6 engine, these are the same carburettors used on a Torana GTR XU1, albeit it three on the XU1. Perpetually rich, that's the mixture, Michael has been active in researching this malaise. He has also purchased two SU HS6s and another pair of CD175s from an American TR6 in Peats Ridge. There is a small, inclined piece of plastic on each carburettor, euphemistically called a 'temperature compensator', the lore in car circles is to banish them. They contain a bi-metal strip which will make the mixture rich at room temperature and below then lean out the

mixture at high temperatures. This is an old idea to make the car 'cleaner' to meet stringent US pollution standards, mostly set by California more than half a century ago. With the 'temperature compensators' gone an immediate noticeable difference was made, reduced perceptible smell at traffic lights. Following on from this Michael took the diaphragms, air slides and needles from the Peats Ridge CD175s and swapped them. This made an entire difference and what is key, is that the old original needles felt like pillars of concrete and the new needles felt smooth and tapered. Now Michael is faced with installing an operative choke cable as the mixture simply won't start in the onset of the colder mornings. Lastly, the Rimmer Bros website always describes the threads and lengths of fasteners for our cars. Recently, Michael needed a 10 32 UNF countersunk screw. Although a plain flat slot was unavailable, an Allen head in preference to a Phillips, was locally available at Newcastle Hi Tensile Bolt Company and avoided the extortionate fast postage from Rimmers UK which seems unavoidable.

**Alan Watson:** Alan enjoyed a run to Nelson Bay in the TR6 with his wife. However, it involved heavy traffic on the way back. They enjoyed lunch at the Game Fishing Club and are going overseas to the Northern Hemisphere. Alan will not be at the June meeting, and we hope they have a great journey.

**Michael Debono**

## **Minutes of TSOA (Ecurie Triumph) NSW Inc 709<sup>th</sup> General Meeting.**

**Carlingford Bowling Sports and Recreational Club, Carlingford  
Tuesday 9<sup>th</sup> May 2023**

**Chair: President Lorraine Mooring  
Minutes: Secretary John Whittaker**

**Apologies:** Bruce Meppem; Greg and Karen Eaton; Graham and Helen Harrold; Jennie Campbell; Phil and Leigh Larmour; Eric Hanich; Debbie Stokes; Brian Richards; Robyn Wards.

**Welcome:** Mark Biles – 1<sup>st</sup> meeting.

**Minutes of 708<sup>th</sup> April General Meeting:** Acceptance proposed Allan Wright; seconded Bob Slender. Accepted by the meeting.

### **President: Lorraine Mooring**

- Many thanks to Allan and Renate for getting the 100<sup>th</sup> Anniversary **TRead** out quickly.
- Thankyou card received from Natalie Farrell for the TSOA condolences card.
- From the last meeting discussion of insurance excess – excess on any claims against us will be \$1,000 only.
- Attending invitation events from other clubs – these are not TSOA events therefore use your conditional registration logbook. Also ensure you have with the car – ‘Certificate of Operations’ and membership card of the registered owner to avoid all argument put forward if you are stopped by authorities.
- On YouTube – member Toby Thomas did a clip on TSOA Johannesburg who celebrated their Triumph 100<sup>th</sup> Year event in April.
- Concours for 2023 – dates pencilled in for either Kings or Sydney Helicopters location.
- 25 Year membership badge presentation to Helen Carter. To catch up later – Jeff Wards and Mal Graham.

### **Vice President: John Stokes**

- We are aiming to have the concours at TKS this year. Intent is to always support the All British Association where possible.
- First payment for the 2023 Nationals is now due. Note has been sent out to people who have registered. Accommodation has been confirmed.
- TSOA NSW Nationals in 2025 Committee is being reformed. First meeting very soon – aiming for Port Stephens again.
- National meeting 2024 will be at Albany in WA.
- Note re rules on concessional registration – only the primary club mentioned in the logbook has the privilege of not having to use the logbook. Any other club listed as a secondary must use a log book entry.
- All paperwork must be available for scrutiny in the car including a paper copy of the calendar. Note that e**TRead** is not accepted by the police.

### **Secretary: John Whittaker**

- TR Action Magazine available for scrutiny. Please leave on the front desk before departing tonight.
- Correction noted for the Motoring Heritage Day at Berry Sun 21<sup>st</sup> May – April and May **TRead** calendars are correct; earlier **TReads** incorrectly listed the event for 14<sup>th</sup> May. Reminder to always check the website calendar for any late changes to detail information. Only those people already registered (R) for an event will be personally notified of late changes.

**Treasurer: Laurie Bromley**

- Detailed report tabled. Summary balances as at 9<sup>th</sup> May \$32,022.21 and \$11,563.98.

**Pointscore: James Rose**

- Half the club membership has now been to at least one event and scored points accordingly.
- Top 16 places mentioned.

**Membership & Concessional Registration: Norbert Nieuwenhuizen**

- About 25 members from 2022 not renewed.
- A lot of new memberships issued. Club membership total now at 305.
- Hard copy **TRead** – please *check with me if you think you paid the extra \$30 for paper TRead* and have not received the copy.
- All paperwork for rego renewals must be original signed copy without alterations.
- Email the completed forms to me and I will stamp, sign and send the original back to you via post.

**Regalia: Tony Moss**

- Some stuff left over from the 100 Year Event is available from the desk.

**Competition Director: Phil Larmour (absent report tabled)**

- Apologies to the few that entered for cancelling the Come and Try Day at Ringwood. Whilst disappointing to cancel, the event was financially non-viable.
- Next CSCA event is 17<sup>th</sup> June run by MGCC Newcastle at Marulan. The entry forms and supp regs will be sent out when received.
- TSOA CSCA Dragway event is on 9<sup>th</sup> July. Entry forms and supp regs have been prepared and will be issued in the next couple of weeks.
- The trivia question planned for tonight will be used at the June General Meeting.

**Coffee & Cake: Leigh Larmour (absent, report tabled)**

- Registration discipline improving but not perfect – please ensure you register (R) for C&C to help with staffing and catering at venues.

**Council of Motoring Clubs (CMC): Bob Adby**

- Shannons Day Sunday 20<sup>th</sup> August – 20 tickets available per club. Note that several special model anniversaries coming up. We may have 5 spots in Pit Lane to feature Triumph models. Committee to advise which models to present.

**Editor: Jeff Breen**

- **TRead** going well.
- Keep up the contributions please.

**Social: Geoff Batty**

- Thanks to all who came to lunch at Wollombi. Lots of traffic at Pie in the Sky – MX5 club swamped the car park.
- Found 2 Café's at Kulnurra – us and the Bikies...
- Very interesting photos of the Wollombi Tavern under water recently.
- TR6 saga continues – cut out on the harbour bridge – brilliant service from the bridge rescue operators and then the NRMA to get home. Gasket sealant floated into the fuel system and blocked it up. Thanks to Steve Ralston for coming to the rescue and sorting it all out.
- Motoring Heritage Day at Berry coming up on the 21<sup>st</sup> May. Lunch has been organised at a local pub.
- Next runs will be on Sunday 4<sup>th</sup> June to Freemans Reach then Xmas in July at Katoomba on Sunday 16<sup>th</sup> July.

**SPECIAL TR6 PRESENTATION: Geoff Byrne**

A report will be in the magazine. Special mention of most important points raised by Geoff were –

1. Any comments made or implied towards purchase, maintenance and modifications are not to be construed to as supported by TSOA. They are personal and carry no warranty or liability.
2. The value of TR6's lies in the bodywork. Absolute imperative to keep it original and in perfect condition.
3. Modifications to the Triumph design generally fall under headings of – Sensible (to solve issues not addressed by the factory) and non-sensible (those not based on best engineering practice and theory or supported by research).

*Meeting closed at 9:40 pm The next General Meeting will be at this location on Tuesday 13<sup>th</sup> June at 7:30 pm.*



**Jan Horspool's  
1952 Morgan Plus 4**

**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, Graeme 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
Email Address: <a href="mailto:tsoansw@hotmail.com">tsoansw@hotmail.com</a>	Facebook Address: <a href="http://www.facebook.com/TSOANSW">www.facebook.com/TSOANSW</a>	Westpac Bank - TSOA BSB: 032-081 Account No: 910909

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<b>CMC – Council of Motor Clubs</b>	Norbert Nieuwenhuizen	0415 207 748	<a href="mailto:Membership@tsoansw.org.au">Membership@tsoansw.org.au</a>
<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

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<b>TRead Distribution Officer</b>	Allan Wright	9451 0165	<a href="mailto:allan-renate@inet.net.au">allan-renate@inet.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

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Full page (130x180) \$450, Half page \$225 (130x90)  
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*Advertisers receive 11 complimentary issues of the magazine except members 'quarter page advertisers who receive the magazine as part of their membership only.*

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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).**

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**Ken Horspool's 1931 Chevrolet Sports Delux Roadster**



# TSOA NSW EVENTS CALENDAR

(as at 25/05/2023)

## Notes:

Attendance to all events marked (R) must be registered via the website prior to the day.

Details of events may be found in *TRead* and in flyers featured on the website.

Events on this calendar are registered club trips – logbook entries are not required for any events listed on our website calendar.

'Non -TSOA Events' not listed on our events calendar and that may appear elsewhere, are not registered club events– these must be log-booked for HVS and CVS vehicles attending.

Events marked (\*) are Clubman Points scoring events.

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



## JUNE

Tues 06	Hunter General Meeting*
Sun 04	Social Run* Lunch at Macquarie Park Boathouse, Wilberforce. (R)
Wed 07	TR Register Coffee & Cake
Tues 13	Sydney General Meeting *
Sat 17	CSCA Round 2 Pheasant Wood
Wed 28	Sydney Coffee & Cake Vanilla Cream Annangrove (R)

## JULY

Tues 04	Hunter General Meeting*
Wed 05	TR Register Coffee & Cake
Sun 09	CSCA Round 3 Sydney Dragway – TSOA event * (R)
Tues 11	Sydney General Meeting *
Sun 16	Christmas in July * (R) The Carrington at Katoomba.
Wed 26	Sydney Coffee & Cake Strathfield Golf Club (R)

## AUGUST

Tues 01	Hunter General Meeting*
Wed 02	TR Register Coffee & Cake
Sun 06	Social run - Pinkstone Memorial Run (R)
Tues 08	Sydney General Meeting*
Sat 19	CSCA Round 4 SMSP*
Sun 20	Shannons Day SMSP*
Wed 30	Sydney Coffee & Cake Frankies at Terry Hills Flowerpower (R)

## SEPTEMBER

Sat 02 Cootamundra Sprints \* (R). Allocated run days Fri 01 to Wed 06.  
Tues 05 Hunter General Meeting\*  
Wed 06 TR Register Coffee & Cake  
Tues 12 Sydney General Meeting\*  
Sun 17 All British Day Kings School\* TBC  
Wed 27 Sydney Coffee & Cake Waterfront Café Como (R)  
Sat 30 CSCA Round 5 Pheasant Wood.

## OCTOBER

Tues 03 Hunter General Meeting  
Wed 04 TR Register Coffee and Cake  
Tues 10 Sydney General Meeting\*  
Sat 21- 28 TSOA National Meeting Victoria\* (R) Allocated run days 16/10 to 31/10.  
Sat 21 Central Coast Car Club All British Day (TBA)

# CLASSIFIEDS



## WANTED: TR7

### A convertible TR7 preferably with V8 motor

Manual and in good to concours condition is preferred, I am Sydney based however I would travel for the right car.

**Contact: Allan on .0412 288 870 or [allangjcameron@gmail.com](mailto:allangjcameron@gmail.com)**

## WANTED: STAG

### Triumph Stag – As original as practical.

Performance/Running Mods not an issue.

Must be Triumph V8 motor and preferably with Strombergs.

Manual preferred but an auto not a deal breaker for the right car.

No or minimal rust.

Colour not critical although I do have a soft spot for BRG

Require Hard Top and Soft Top.

Based in Sydney but willing to travel for right car.

**Contact: Nigel on mobile #: 0413 627 900**

# CLASSIFIEDS



## FOR SALE:

### TR5, 1967 .... \$92,500

Regretful sale of my immaculate, **Concours winning** 1967 TR5 which I have owned for 20 years. The car drives perfectly and is not being used enough, hence selling. This car was fully restored prior to my acquisition and has been regularly serviced and no expense spared on maintenance.

**Contact: Greg Gibbons 0419 222208**



# CLASSIFIEDS



**FOR SALE:**

## **1975 Stag Auto .... \$25990**

Carmine Red, bare metal respray in acrylic. No rust. Upholstery in very good condition. Showing 96,500 klms. Exchange radiator, dual cooling fans. Soft top in good order. Strong motor and a pleasure to drive. Make me an offer, need to sell, need the room....

**Call Tony on 0407 893 982**

