



# TRead

July 2023



TSOA foundation  
member No.7



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

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



# President's Report July

Lorraine Mooring

Greetings everyone

We are already halfway through another Triumphant year of interesting events and invigorating runs with lots more in store for the remainder of the year.

Our next major event is Christmas in July at The Carrington Hotel in Katoomba, there are still vacancies for this splendid lunch so please register if you have not already done so. Numbers need to be confirmed shortly.

A big thank you goes to our retiring secretary John Whittaker who is currently overseas taking a well-earned break. John has done a magnificent job over several years keeping us all on our toes to make sure everything is run according to the rules (always in school teacher mode). His responsibilities also included keeping the web calendar up to date with all of our activities.

I trust that those able to attend the meeting were entertained by the presentation from Terry Daly on his many trips doing the London to Sydney Marathons. *Thank you Terry*, it was a great insight into the people and cars who compete in these classic events.

Our July calendar includes a new event for us. TSOA is the host club for CSCA Round 3 which this year is being held at the Sydney Dragway, which I have been informed is quite a spectacle and something very different to the usual Supersprints our members compete in.

The annual Pinkstone Memorial Run is on again next month. Run by the Hunter Branch of TSOA(NSW), this takes us through some of the lovely roads around Singleton finishing with lunch at 'The Mighty' Hunter Valley Hotel near Cessnok. Always a good outing so please register to attend.

Although the weather let us down, it didn't spoil the food or atmosphere on our lunch run to the Macquarie Park Boathouse on 4<sup>th</sup> June. It was a better day for *C'n'C with Leigh* at Carss Park. Both events were enjoyed by the good many members attending.

**Cheers for now.....**

**Lorraine Mooring**



**Front Cover:** Renate Polglaze and Allan Wright with Allan's TR6, for all of the full detail check out Geoff Byrne's interview of Allan on Page 7.

# Notice Board

## UPDATE - All British Day

**The All British Day will be held at The Kings School Parramatta on Sunday 17th September 2023**, so lock the date in your calendar.

This is always a great day to show your car, view other classic British cars and share stories with other car enthusiasts. This year the All British Day will also be our **TSOA NSW Concour Day** as there was no alternate suitable day available for us in the TSOA event calendar.

### **Marshall's:**

Two marshals are required from all attending car clubs to assist with directing cars onto the field or cleanup at the close of the event. If you can be available, please contact me.

### **Visitors:**

At this stage there will be no charge for visitors attending.

The All British Day will consist of food stalls, some market stalls and a new spectacular event being Rocker Cover Racing. Further information as to acceptable racing rocker covers and rules are still being worked through.

### **Tickets:**

Tickets will be available as of July for \$10. Members that have purchased existing tickets marked 40th anniversary will be valid.

## **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.**

**Payment either cash to Bob or by direct banking transfer to  
Acc Name TSOA BSB: 032-081 Acc No: 910909 Ref: 'Shannons'**

**Limited tickets available due to construction works at SMP**



# RIMMER BROS EST 1962

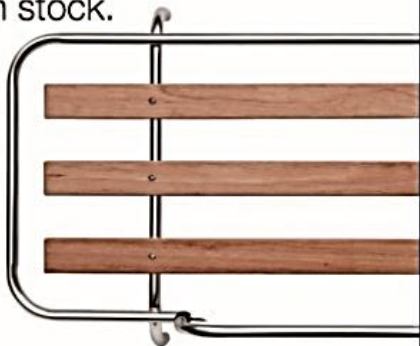
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# Membership

*Norbert Nieuwenhuizen*  
*Membership and Concessional Registration Officer*

## NEW MEMBERS

We 5 new members to welcome this month:

- **Greg Nathan** with a **Stag**
- **James Brigden** also with a **Stag**
- **Wayne Fairbank** has a **TR4**
- **Abbey McFarlane** with a **2500 sedan**, and
- **Louis Anderson** with his **TR7** below



**Norbert**



### Another Triumph Story

Taken from an article in the Melbourne Sun Herald dated 2<sup>nd</sup> April 2006 and referring to the great Sir Stirling Moss.

“In 1959, Moss was caught speeding through Liverpool’s Mersey Tunnel in a Triumph Herald – described at the time as a “*high-powered sportscar*”.

# Membership – Allan Wright

*Interviewed by Geoff Byrne  
24 April 2023*

**Geoff Byrne (GB):** What was your first car, how old were you when you got it?

**Allan Wright (AW):** My first car was a 1956 Vanguard Utility which I bought new. I got the car and my license on 18 January 1956, my 18<sup>th</sup> birthday.



**GB:** How did you pay for it?

**AW:** It cost 1000 pounds. From the age of 6 I was doing jobs to make money from selling eggs to selling newspapers, and I saved my money. When I turned 16, I bought the right to sell papers on Town Hall Corner from 3 am to 10pm Sunday night. The basic wage at that time was about 2 pound then but I was making ten pound a day, so I saved up to buy the car.

**GB:** How did you first become involved with Triumph cars?

**AW:** In 1958 I was delivering newspapers in Mosman and I passed a shop with a red TR3. I rang my dad and told him I wanted to buy this sports car and he said 'no!' So, I went and bought the TR3 for 11025 pounds, it was first registered in July 1956 and I bought it in October 1958. Unfortunately, the engine had low oil pressure and I had to get the engine rebuilt at a cost of 100 pounds. I have now owned it for 64 years and because I have too many cars and can't look after the TR3, I've come to an arrangement with John McCormack the President of the TR Register to take it over and repaint it. It will be completed this year. I've seen pictures of the progress and it looks magnificent. I'm very happy that it has a nice home.

**GB:** You did some racing in your early days – tell us about that, how successful were you?

**AW:** I joined a car club called the Pacific Auto Club. The club ran runs around the street and get together. I was also very keen on the drag racing at Castlereagh airstrip and was up there every second weekend. Elliot Camp and I supercharged the TR3 to get more performance out of it, but it was a bit of a nightmare as it was designed for a left hand drive car and the steering column was in the way. I had a few wins in the car but it was not really that good, but we had a lot of fun. The super charger was on the car for 3 to 4 years until my mother-in-law said now that you have two children you need to give this up it's too dangerous.



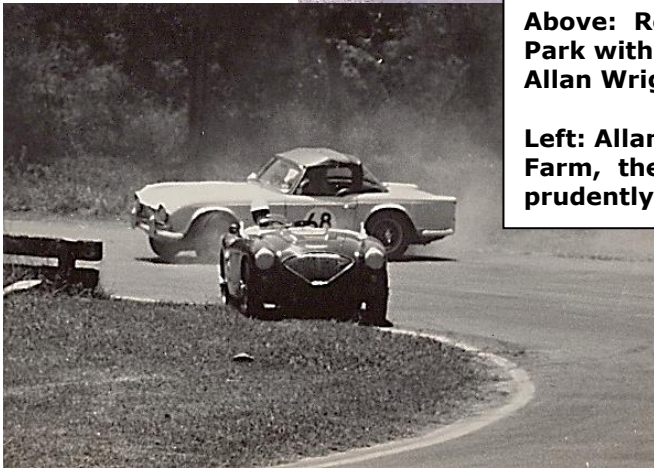
**GB:** But what about racing?

**AW:** I raced the TR3 at Warwick Farm and Catalina in Katoomba, but not very successfully.



**Above:** Reverse grid at Catalina Park with Ray Cook up front and Allan Wright down the back.

**Left:** Allan showing off at Warwick Farm, the Healey driver is rather prudently getting out of his way.



**GB:** Who else was racing Triumphs at the time?

**AW:** Ray Cook was racing his TR3A, but I cannot remember any others.

**GB:** There is a picture in your photo album of you racing a Healey #75, was that your car and where was it?

**AW:** The Austin Healey belonged to Mike Wansey who was the son of the owners of the Newcastle Herald, which he inherited when his parents died. I knew him through the newspaper trade. He came from England with his family and they brought with him the Austin Healey. His wife did not want him to race the Healey and so he asked me if I wanted to race it. The Healey was an extremely rare steel body 100s (100s were normally aluminum bodied). It had a cross flow head and the car had been developed for the land speed record attempts at Bonneville in America. The Healey just flew. It felt light weight and you felt you could do anything with it. I made the front row at Warwick Farm and was first into the straight but after a couple of laps I had a spin under brakes at Creek Corner and finished second or third. It was the drive of my life. That was the only time I drove the Healey.



**GB:** When did you join TSOA?

**AW:** I joined TSOA NSW in 1960, the year it was founded.

**GB:** Were you a foundation member?

**AW:** Yes, I joined in October but there had been a couple of meetings before that, I was the seventh paid member. Ray Cook, who started the club in Victoria, came to Sydney for work and started the NSW club and was the first President.

**GB:** What events did the club run?

**AW:** There were day drives but no real interest in motor racing or drag racing, as I was. The club met for a while at Standard Cars Showroom in William Street in the city, and moved from there to the Vaucluse Council Chambers Annex later.

**GB:** You have had the blue TR6 hard top for some time, when did you buy that?

**AW:** I purchased the TR6 in 1999, I was after a TR6 as a second car because I felt I was wearing out the TR3. I really wanted a red one. Peter Wards told me about one for sale at Mosman. It was an American car that had a complete rebuild by a TSOA club member in SA. It had a sedan engine, but was not red. I told the owner it was not what I was after as I wanted a red one. He was returning to SA and he asked me if I'd take the car and try to sell it for him, He wanted \$21k for it but I could sell it for \$18k. So later I rang him and offered him the \$18k which he accepted. I also wanted a hardtop so I could lock the car and keep the rain out. Peter Wards got one for me. I was always worried about the TR3 when I parked it in the street because I could not secure it. The car is very nice, easy to drive and reliable and has leather seats. The only time it broke down was on a club outing when the condenser failed. After that I put in a pertronix ignition system, and it never missed a beat.

**GB:** Recently you acquired a LHD TR250, why did you buy it?



**AW:** I was in Adelaide and saw one that a member had just imported, I fell in love with the car. The owner did not want to sell it. I embarked on a search for one which had non wire wheels, surrey roof overdrive and carburetors. It took nine years to find one. I met an ex TSOA member from Canada who showed me a picture of his car which was just what I was after. I told him I'd like to buy it. About 12 months later he rings me and I agreed to buy it. It cost \$10,000 to get it to Australia. Everybody involved wanted money!! The car turned out to be a mechanical wreck with problems with the gearbox, the diff and oil leaks. I have spent twice what I paid for it on repairs!

**GB:** So, do you regret buying it?

**AW:** No, I waited 9 years to get it. I had 40 photos of it before buying it and it looked magnificent, there is no rust in it anywhere but mechanically it was a wreck.

**GB:** You mentioned a tour of Tasmania, can you tell me about that?

**AW:** I did many tours of Tasmania in the TR6 with the Register and TSOA Victoria who did a tour somewhere every two years.

**GB:** What roles have you performed in TSOA?

**AW:** From 1960 to 1971 I was a member of TSOA but in 1971 I got deeply involved in my business delivering newspapers in my Vanguard Utility, often working from midnight through to 7 pm. All I did was work; I became a workaholic. In 1970 I came back from a scout jamboree in the Philippines, and I decided I'd had enough and needed to cut back the hours. So became a distributor rather than a truck driver and I introduced computers to the distribution process. I set up Allan Rodney Wright Circulation Pty Ltd. I then opened a transport company and a holding company to oversee those two companies.

**GB:** Getting back to TSOA and roles you have played?

**AW:** I was not a member from 1971 to 1995 because I was too involved with my business. The TR3 was up on blocks under the house for 25 years. In 1995 there was a knock on the door and it was Bruce Meppem who demanded that I get the TR3 down off the blocks and get it going

(Ray Cook had told Bruce about 'Allan's TR3.') So, I got it on the road and Bruce had the first ride in it. I never had a role in the club in the 1960s but due to my experience with magazine distribution I took over the responsibility of



getting **TRead** out to members from Elliot Camp and have been doing it now for over about ten years. Renate helps me and we get it done really quickly.

**GB:** You and Renate are dedicated club members. How did you meet?

**AW:** I used to go to Fiji each year for a two weeks holiday and met a man called Ian who was on his way to America where he met Renate. He came back to Australia with Renate and stayed with me and announced he was going to marry her which he did in 1980. Three years later he died of cancer. Renate had a job with TAA in Melbourne and when she was in Sydney we would meet up and after about a year she moved in with me ... and the rest is history.

**GB:** What changes have you witnessed in the club over the period you have been a member?

**AW:** TSOA NSW does not have the factions that the Victorians have. For a long time Victoria resisted having sedans as members. In NSW we have had sedans as members though it was at first resisted, but it became apparent that to grow we needed them. In recent times the club has become more social. The National Rallies have been great and we would not miss one. The COVID booster has really knocked me around causing a lot of joint pain which has prevented me going to this year's National meeting.

**GB:** You are also into BMW. How did you get involved with them?

**AW:** In 1993 flying to New Zealand, I read a car magazine about the Toyota Supra and BMW M3 and thought the Supra was fabulous and wanted one, but Toyota advised that they were not sending them to Australia. So, I decided in 1993 to buy an E36 M3 and was lucky to get a cancelled order. In 1995 I was at a dealer's with the M3 and saw the Eight Series which they let me take for the weekend and I bought it. Then a rare E36 M coupe came up for sale and I liked the look of it so I bought it. That made 10 cars in the house. When you bought a BMW M series you got free membership to the BMW M Club but in 1997 they changed over to giving you membership of the NSW BMW Club, and that's how I became a member of the BMW Drivers Club NSW.

**GB:** What cars do you currently own?

**AW:** Well there's the ...

1968 Canadian TR250

1973 USA TR6

1995 E31 840 BMW

1999 M Coupe BMW

2003 BMW Mini 1600 Six on the floor supercharged

2015 BMW Mini 2000 twin turbo 5 door

Photography: Private collection

**Thank you ... Allan Wright / Geoff Byrne**

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

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

**31 May – By The Bay Café, Carrs Park**



A great morning with TSOA friends for our monthly Coffee 'n' Cake. Lovely weather, friendly staff.

**NEXT: 28 JULY from 10:30am**  
**STRATHFIELD GOLF CLUB,**  
**52 WEEROONA ROAD,**  
**STRATHFIELD**



**PLEASE RSVP LEIGH BEFORE**

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

**PLEASE REGISTER VIA TSOA WEBSITE - [\(R\)](https://www.tsoansw.org.au/register-for-an-event/) or**

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



# Motorsport Report

*Philip Larmour*

Hello All,  
Sunday 18 June was the MGCC Newcastle CSCA event at Pheasant Wood. By all accounts this was a well-run day helped in part by cool but fine weather. There were four runs for all competitors with some enjoying up to 6 runs. TSOA Competitors delivered some well-deserved results:-

- Jeff Breen (TR6)-  
1<sup>st</sup> in Class AB2 (1.14.581 min)
- Lindsay Day 2.5PI Mk2- 1<sup>st</sup> in Class CD2 (1.14.849 min)
- Jon Newell Hyundai (i30N)- 1<sup>st</sup> in Class M1 (1.00.42 min)
- Mark Hurst (Brabham BT14)- 1<sup>st</sup> in Class S2 (1.00.73 min)

Other TSOA competitors on the day were Ian Mash, Brett Gillies and Stephen Brankstone.

**The next CSCA event will be the TSOA Round 3 at Sydney Dragway on Sunday 9 July.** Entries close on Monday 3 July, so if you receive this issue of TREAD before that date and want to enter you need to do it **NOW**,

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

- Rd 4- 19 August- SMSP GP (Club Lotus)
- Rd 5- 30 September- Pheasant Wood9 MGCC Sydney)
- Rd 6- 22 October- SMSP North (Jaguar Drivers Club)

Club Lotus has asked the CSCA clubs for assistance for their event on 19 August by providing officials and flag marshals. If you can assist with this request, please contact me. CLA have committed that if you officiate and are competing on the day, they will ensure you do not miss any runs.

Latest news from Wakefield Park is that they have consulted with the council and nearby residents and have formulated a plan to satisfy all parties. A Facebook post on 16 June included a photo of an excavator being unloaded at the circuit presumably to start remedial work. I believe there is a plan to hold at least one event before May 2024, so things are looking promising.

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





**Mark Hurst  
Brabham BT14**



**Ed's TR6, Lindsay Day 2.5PI Mk2, Mark Hurst BT14, Ian Mash MX5**

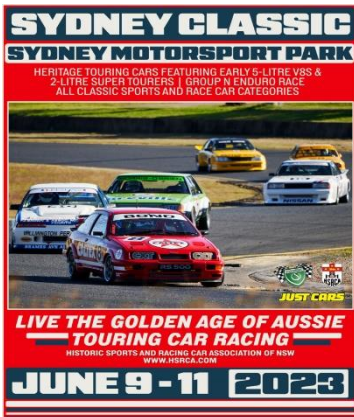


# ECURIE TRIUMPH REPORT

## MORGAN PARK 13-14 MAY 2023

After the total washout of the 2022 event due to the Queensland floods, this year the weather was superb with cool sunny days ideal for racing. The Group S grid included a number of invited modified Group T and Group 2 cars including Adam Workman in a works Datsun. Twenty three cars faced the starter for the first race with the modified cars dominating the front rows of the grid. The fastest Group S car was Terry Lawlor's Shelby Mustang who led the Group S field all weekend. John Carson (Qld) raced his road registered TR6. I had four good races and finishing midfield.

**Geoff Byrne**



(no report submitted)



**Rod Chivas with Malcolm Boyd in his Elfin 792**

**James Rose with Geoff Byrne's TR6**



## 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/>



# Social Report for June

*Geoff Batty*

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

It's nice when someone (John Stokes) gives you a suggestion for a lunch destination that lives up or even exceeds expectations. This was the case when we enjoyed the seafood at the Macquarie Park Boathouse Café in Freemans Reach earlier this month. John and Deb Stokes, Peter and Robyn Wards, Bob and Kerry Adby had all given good reports, so it was an easy choice after so many recommendations.

Although the weather was a bit damp and grey, the Café was warm and cosy with gas heaters and a wood stove right behind our long table. Despite the inclement weather most members braved the elements in their shiny Triumphs (my TR6 was left behind as the transmission tunnel was still out).

Despite our being such a large group the service was fast and efficient and we were soon enjoying our tasty lunch and the pleasant company of other TSOA members.



An extensive menu at the Café gave everyone a good range of dishes to choose from. I went for the Boathouse Seafood Combo which was also popular with others. Richard Hawkins's plate of oysters nearly created a medical emergency when the sharp edge of the shell drew blood. Thankfully Mary was able to administer first aid and a trip to the nearest A&E was averted.

Sitting just over the Windsor Bridge in Macquarie Park with views across to the river, this local almost secret Café is well worth the visit ... in your Triumph.

***Cheers ... Geoff***



**Some of the locals were particularly happy to have us come visit ...  
Robyn & Peter Wards**

# **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 *urgently please***

**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>**

# **TSOA (NSW) – Social Run Annual Pinkstone Memorial Run 6 August, Sunday**

## **Hunter Members:**

**Meet: 10:00 am for 10:30 am departure.**

**Where: McDonald's, 3-7 Tarro St, Kurri Kurri  
(Pelaw Main). Alan Watson to provide route  
details for all member participants.**

## **Sydney Members:**

**Meet: 8:00 am for 8:30 departure.**

**Where: The Shoppe at Cowan, Opp Railway Stn.  
Old Pacific Highway, Cowan**

**Lunch: 'The Mighty' Hunter Valley Hotel,  
Wine Country Drive, Nulkaba 2325**

**Registration: TSOA website by 25<sup>th</sup> July [\(R\)](#)**

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



# Coming Up Trumps

Registration is required for events marked [\(R\)](#).

**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)

**02 August - Wednesday**

TR Register – C&C

**04-06 August – Weekend**

Ecurie Triumph – Winton YHRR

Geoff Byrne 0418 409 170

**06 August 2 June - Sunday [\(R\)](#)**

Annual Pinkstone Memorial Run

Geoff Batty mobile: 0428 242 597 or

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

**19 August - Saturday [\(R\)](#)**

CSCA Round 4 – SMSP

Philip Larmour: 0407 191 299 or

Email: [Larmour@tpg.com.au](mailto:Larmour@tpg.com.au)

**20 August – Sunday [\(R\)](#)**

Shannons Day SMSP

Bob Adby email: [radby@bigpond.com](mailto:radby@bigpond.com)

**30 August - Wednesday – [\(R\)](#)**

Sydney *C'n'C with Leigh* –

Frankie's Food Factory, Terrey Hills

Leigh Larmour mobile: 0417 849 658 or

Email: [larmour@tpg.com.au](mailto:larmour@tpg.com.au)



# The Razor-Edge 1946-'54 Triumph Town and Country Was Aimed Squarely at Jaguar

Hemmings Daily

Article and photos [David LaChance](#)

6<sup>th</sup> February 2023



Britain's Triumph cemented its place in U.S. sports car history with a series of unforgettable cars—the bulldog TRs, the cheap and cheerful Spitfire, and the affordable six-cylinder GT, the GT6 among them. And so it may come as a surprise to find a conservatively styled sedan like the Town and Country, later renamed the Renown, in the family tree.

If it weren't for the rivalry between Sir John Black, the head of Standard Motor Company, and his counterpart at SS Jaguar, William Lyons, World War II might have spelled the end of Triumph. With its factories flattened by Luftwaffe bombing raids in August 1940, there wasn't much left beyond the name, the trademarks, and some rubble when its owner, engineering

and steel-making concern Thos. W. Ward Ltd., put Triumph up for sale in 1944.

The name alone was enough to draw Black's interest. A driven leader whose autocratic ways rubbed many the wrong way, Black was nursing a burning ambition to outdo his old rival Lyons when the opportunity to relaunch Triumph presented itself.

Black's idea was to land a one-two punch: a sporting tourer and a premium sedan, both riding on the same chassis and sharing the same powertrain. He had no interest in using any of Triumph's 1930s engine designs, turning instead to Standard's own OHV 1,775-cc inline-four, which it had been providing to none other than Jaguar for its 1½ Litre model.



The chassis would have to be produced in-house. With sheet steel severely rationed, designer Ray Turner chose large-diameter tubular steel for both the side members and crossmembers.

The gearbox was the same four-speed unit shared with Jaguar, while the front suspension, independent with a transverse leaf spring, and spiral-bevel rear axle came from the prewar Flying Standard.

Black was fond of the "razor-edge" style that had become popular on some of Britain's finer cars in the mid-1930s, and approached coachbuilder Mulliners of Birmingham—not to be confused with H.J. Mulliner, later bought up by Rolls-Royce—to style the Saloon. Walter Belgrove, the head of Standard's body engineering department, wasn't entirely sure that Mulliners was the best choice. With Black's approval, he hastily drew up a razor-edge design of his own.

Which would Black pick? In their marquee history *Triumph Cars: The Complete Story*, Graham Robson and Richard Langworth quote Belgrove, who maintained that Black preferred his version. Asked by Black to work with Mulliners to combine the best of the two designs, Belgrove said he refused— and Black, for once, backed down. Yet there’s also evidence that the design created by Mulliners was the one chosen, with only minor alterations by Belgrove, according to an article in the June 2015 issue of *The Globe*, the publication of the Triumph Razoredge Owners’ Club.

In any event, Mulliners constructed the bodies at its shops on Bordesley Green in Birmingham, using the traditional method of attaching sheet-aluminum panels to an ash frame. Each body was shipped to Standard’s Canley plant, where it was mated with its chassis. The Roadsters and Saloons were built on the same assembly line—mechanically, the two cars were virtually identical, apart from the extra 8 inches in the Saloon’s wheelbase.



The Saloon was initially priced at £650, undercutting the similarly equipped Jaguar 1½ Litre by five pounds.

For their money, buyers were treated to leather upholstery and a rich wooden dashboard, in addition to the excellent view past the elegantly thin roof pillars. With a curb weight of about 2,900 pounds, the Saloon could accelerate from 0-50 mph in 16 seconds, reach a top speed of 80 mph, and return 22 miles per U.S. gallon.

Over eight years of production, Standard-Triumph built somewhere between 15,300 and 15,500 examples of the sedan. Criticisms that the car lacked power were addressed in 1948, when the prewar engine was replaced with the 2,088-cc OHV four developed for the new Standard Vanguard. This is the same rugged, wet-liner engine that would later power the first of the TR series of sports cars, the TR2.

In 1949, Triumph began using the coil-sprung chassis of the Vanguard under the sedan, now called the Renown. A Renown limousine, with a 111-inch wheelbase, was launched in 1951. When production of the Renown ended in 1954, it was not replaced in the lineup.

Despite Standard's extensive export arrangements around the world, sales of the Renown in the U.S. were never strong, with no left-hand drive versions produced. Only some 250 examples of the sedan were known to exist as of 2016, making any Renown sighting a rare one.



## **SPECIFICATIONS**

- Engine: OHV I-4, 1,776-cc (108.4 cu.in.) / OHV I-4, 2,088-cc (127.4 cu.in.)
- Horsepower: 63 at 4,500 rpm / 68 at 4,200 rpm Torque 92 lb-ft at 2,000 rpm / 108 lb-ft at 2,000 rpm
- Transmission: Four-speed manual / Three-speed manual
- Brakes: Four-wheel hydraulic drum
- Suspension: Independent with single transverse leaf spring (front); live axle with two semi-elliptic leaf springs (rear) / Independent with coil springs (front); live axle with coil springs (rear)
- Wheelbase: 108 inches / 111 inches
- Length: 175 inches / 181 inches
- Curb weight: 2,828 pounds / 2,835 pounds



# Inaugural National Stag Rally Adelaide

## Friday 3<sup>rd</sup> to Tuesday 7<sup>th</sup> March 2023

Stephen White

I heard of the Inaugural National Stag Rally through the Stag Register. I asked my brother Greg if he was interested in attending. He arranged to borrow a car trailer from a friend, and we trailered the Stag to South Australia behind Greg's Isuzu D-Max.

**Tuesday 28 February** Greg arrived in the afternoon and we loaded the Stag on the trailer ready to depart in the morning.

### Wednesday 1 March

We were up and away at 0855. Greg stopped after

Hartley to just check the trailer and security of tie downs. All was OK.



We stopped at the Info Centre in Bathurst and made coffee/tea. We had a look at the Cobb and Co stagecoach inside before heading off again.

At Cowra we stopped for lunch.

We stopped at Rankin Springs for afternoon tea and a wander across the road to look at the welded sculptures and Series 1 Land Rover.

Then on to the Hay Big 4 Caravan Park.

### Thursday 2 March

We were breakfasted, packed and away by 0920.

Greg wanted to stop at Murrayville to look at old tanks in various states of completeness.



### Friday 3 March

We breakfasted, packed and headed off to the Wellington ferry.

We drove to our niece's farm near Langhorn Creek and unloaded the Stag and uncoupled the trailer.

After saying farewell, we headed off to the Brown Creek Tourist Park. Greg followed me in the D-Max.

After a break and coffee/tea we headed off in the Stag to the Stag Rally Registration at the Cafe E in North Brighton. (Greg managed to fold himself into the Stag).

When we arrived we saw about 20 Stags lined up on the grass. We must be in the right place! There were three Stags from NSW, one from ACT, 7 from Victoria and one from WA. The rest were from SA. We had finger food as we chatted to other Stag owners.



### **Saturday 4 March**

We headed off to the meeting place - Oaklands Wetlands. Then we headed off in convoy to Birdwood Mill National Motor Museum following the route of the Bay to Birdwood Run. Today we had 22 Stags. On the way we stopped at the Gumeracha Big Rocking Horse for morning tea – two large scones, jam and tea plus coffee/tea or hot chocolate.



Back on the road we headed for Birdwood and drove in circles looking for the correct way to get into the back of the National Motor Museum. We lined up the cars on the grass field. There were also a number of BSA Bantam motorcycles at another area. The cars were judged, as were those participants who were dressed in 1970's clothing. We looked around the museum. Greg has not been here before.



Back at the Museum we had a talk on Holden special cars and the production of Holdens from a previous manager at the Elizabeth Holden Plant.

Tonight we headed out to the Rally Dinner at the Junction Hotel in Camden Park.

Some members of the local Stag Club have made their tickets to the All British Day available to interstate participants. I gladly accepted one ticket.

### Sunday 5 March

We headed to the Echunga Recreation Grounds for the All British Day. Entry was from 0900 and I arrived by 0910 It was relatively quick getting in and parked. There were about 1000 vehicles on display.

The Stag Car Club was parked inside the fence and had 13 Stags on display. A further ten Stags were in the public car park.

The TSOASA club were opposite us. They had 3 Stags, one TR2, one TR3, two TR4s, one TR4A, one TR5, three TR6s, two TR8s, two Dolomites, one 2.5PI Estate, one 2500 Mk2 ad one 2000 Mk 2.





There were a number of other Triumphs displayed with other clubs: there was another Stag, two TR6, one TR4 and a Dolomite.

In the afternoon there were light showers and gusty wind. At one stage the wind blew the TSOASA gazebos, and these landed on some of their cars causing various degrees of damage.

### **Monday 6 March**

We were off again to the meeting place, Oaklands Wetlands, arriving just after 0910. We headed off in convoy to Port Adelaide and the Aviation Museum. Entry here was included in our Rally fee.

The museum was interesting and had quite a lot of aircraft fitted into the limited space.



After this was free time.

We then drove a short distance to the Railway Museum. Some people went to the Maritime Museum.

### **Tuesday 7 March**

Today we have two options: a drive around the Fleurieu Peninsular or go to the Bend racetrack.

We decided on the Fleurieu Peninsular.

Here we have three Stags, a 1967 Mustang and a couple of modern cars. Today we are in the D-Max. There were 15 participants.



We drove south along the coast to the Deep Blue Cafe at Moana for morning tea. We were joined by another three people in a Jaguar XK8 and a Commodore.



Next we stopped at the car park overlooking Myponga Dam. Then the three Stags drove off and we photographed them as they crossed the dam wall. We stopped at Carrickalinga and then enjoyed lunch at the Bakery.

From here everyone went their own way. Greg and I headed to Victor Harbour.

### **Wednesday 8 March**

Today we packed the Stag and D-Dax in the pouring rain and headed to Langhorn Creek to load the Stag on the car trailer and to head for home.

At Pinnaroo we turned off when we saw a sign for a museum and went looking for it. But unfortunately, it was closed.

At Murrayville Greg saw an old wares shop. We stopped and I purchased two booklets from Gilltrap's Gold Coast Auto Museum. The original price on one was 2/6!

Tonight we stayed in the Shamrock Motel in Balranald..

### **Thursday 9 March**

We were both up early and headed for home, arriving in Leura at 1845.

We unloaded the Stag off the trailer and then parked the trailer on the front lawn. After dinner. Greg headed home to Mt Druitt.

We travelled 2882 km in the D-Max and the Stag was driven for 451 km after unloading from the trailer at Langhorn Creek.

***Stephen White***

## HISTORY OF THE CAR RADIO

It seems like cars have always had radios, but they have not!

Here's the story: One evening in 1929 two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy Illinois, to watch the sunset.

It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car. Lear and Wavering liked the idea.

Both men had tinkered with radios, Lear served as a radio operator in the U.S. Navy during World War I and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't easy: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine is running.

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator", a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard.

Good idea, but it didn't work – Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.)

Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it.

That idea worked -- He got enough orders to put the radio into production.

WHAT'S IN A NAME ? That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier.

In those days many companies in the phonograph and radio businesses used the suffix "*ola*" for their names - *Radiola*, *Columbiola*, and *Victrola* were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the *Motorola*. But even with the name change, the radio still had problems.

When *Motorola* went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650 (by that measure, a radio for a new car would cost about \$3,000 today) and the country was sliding into the Great Depression. In 1930, it took two men several days to put in a car radio. The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna.

These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions. Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression

Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering *Motorola's* pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich tyre company to sell and install them in its chain of tyre stores. By then the price of the radio, with installation included, had dropped to \$55. The *Motorola* car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "*Motorola*" in 1947.)

In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning it also introduced the *Motorola Police Cruiser*, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed the first handheld two-way radio -- The Handy-Talkie -- for the U.S. Army.

A lot of the communications technologies that we take for granted today were born in *Motorola* labs in the years that followed World War II. In 1947 they came out with the first television for under \$200. In 1956 the company introduced the world's first pager; in 1969 came the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone.

Today *Motorola* is one of the largest cell phone manufacturers in the world. And it all started with the car radio.

WHATEVER HAPPENED TO ? The two men who installed the first radio in Paul Galvin's car, Elmer Wavering and William Lear, ended up taking very different paths in life.

Wavering stayed with *Motorola*. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention led to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. Not bad for a guy who dropped out of school after the eighth grade.

Gmail - Fw: History Of The Car Radio





# Hunter Happenings

## TSOA Hunter Area Meeting 6<sup>th</sup> June 2023

**Present:** Paul Clarke, Gary Cox, Sarah Armarego, Michael O'Brien, David Walshe, David Hynes, Steve McGill, Brett Gilles, Rick Schmalzer, Michael Debono, Terry Burns, Graham Paterson, Bill Burns,

**Apologies:** Alan Watson, Chris Lancaster, Barry Prasil, Bryan Mclean, Michael Markey, Rob Guyder, Rowan Burns, Wayne Wheaton, Bruce Milner, Danny Herringe, Ian Lovi, Chris Johnson, Damien Whittaker .

### **Events on the horizon:**

**Sunday June 18 Euro Motorfest** at Newcastle Foreshore Park \$10 entry fee for displaying cars between 8.00am and 2.00pm by MG Car Club Hunter Region. The collective thought is to meet at 7.30am at the Fishmarkets Car Park on Hannel Street and proceed en masse to the Foreshore.

**Christmas in July** arranged by David Walshe on **Saturday 15 July** at the Paterson Tavern, meeting at 10.15am at Hexham McDonalds for a 10.45am departure. David would appreciate confirmation of attendees responding to him on 0409885342 by the 30 June 2023

**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 Kings College**

### **General business:**

David Hynes opened the meeting mentioning Alan Watson was holidaying in Europe and asking that a **new member Paul Clarke** tell us about his Triumph.

**Paul Clarke:** Paul explained that a Triumph Dolomite had work undertaken by Triggs of Toronto and that through a family connection with Triggs, it was found that the owner was interested in selling. Apart from the first 18 months of this Dolomite's life, the vehicle had the same owner till Paul bought it. It is currently on full registration and is French Blue. The Dolomite runs and Paul has been a panel beater all his career and looks forward to using and improving the vehicle.

**Michael Debono:** Michael reported a fantastic, beautiful weather day changing the oil on two vehicles and enjoying drives in the TR6 powered TVR and in the black TR3A, prior to preparing for the meeting.

**Graham Paterson:** Graham really enjoyed attending the workshop of Dennis Tobin at Cardiff where kindred spirits have been gathering each Saturday for 41 years. Graham was impressed with the range of vehicles he observed including a 'Lister Knobbly Jaguar' (early Jaguar D Type replica) an E Type Jaguar Roadster, Sunbeam Alpines and Rapier together with other vehicles of interest. Graham attended in his Daimler SP250 which was much admired by other attendees at Dennis's, SP250 photos finding their way onto Facebook that afternoon ! The writer comments that any of our group are welcome to attend and should mention this to him for details.

**Terry Burns:** Terry has discovered deep scores in the no.2 cylinder bore of his TR4A engine following upon its cylinder head repairs recently done.

**Sarah Armarego:** Sarah mentioned how a factory recall of her daily drive car has seen her Pharaoh Gold Convertible TR7 taken from its snug Carcoon and driven. Sarah produced some photos taken in 1967 which went toward the eternal question of "Why Triumph?" The photos show a young family in an elegant green and white Triumph Herald with orange filters over its headlights. The photos were taken in the Southampton area when her father embarked on a sabbatical in the UK. The children are Sarah's brothers prior to her advent. The orange filters were in place to allow the right hand drive set headlights to be used on the left hand roads of Europe. Interestingly, Sarah's father after selling the vehicle, kept track of it and saw that a mere two years later the poor Herald was irretrievably rusted.

**Brett Gilles:** Brett is competing in Round 2 of the CSCA Supersprints at Pheasant Wood on 17 June 2023 in his Skyline. For this to happen he will be towing the Skyline around 400 km behind the Navara for the first time. Good luck and have a safe journey Brett. Brett now has a shed measuring 6 m by 3.5 m which he tells us has the space for a Sidescreen TR. Brett would like a car requiring some rebuilding, rust free but not a car already in good condition or restored.

**Steve McGill:** Steve told of driving his TR6 to visit Michael Debono's at Tighes Hill. Steve enjoyed his visit, seeing the collection and having Michael drive his beautiful Jasmine ex-US TR6 for his take on the vehicle.

**Gary Cox:** Gary hasn't done too much recently while recuperating. Answering the eternal question, Gary tells us he learnt to drive in a Triumph Herald station wagon.

**Michael O'Brien:** Michael shared with the group his utter frustration at the inferior rebuild of his TR8's power steering rack. Gilbert's Garage have found the power steering pump has been damaged as a result of the incorrect set up of the rebuilt power steering rack performed in Melbourne. Michael points out that the TR8 has been so reliable for many years and this current setback has meant it's been off the road for a protracted period. More happily he reports of having seen a TR7 in Sulawesi, Indonesia in the last fortnight.

**David Walshe:** David points out that the TSOA website currently has a feature on TR6s done by the Victorian TSOA. It is well worth a look says David.

**David Hynes:** David is enjoying his ritual Sunday jaunts in the Stag and invites any members interested to join him for an enjoyable 140km run on these Sunday mornings.

**Michael Debono**

**Minutes of TSOA (Ecurie Triumph) NSW Inc  
710<sup>th</sup> General Meeting.  
Carlingford Bowling Sports and Recreational Club, Carlingford  
Tuesday 13<sup>th</sup> June 2023**

**Chair:** President Lorraine Mooring

**Minutes:** Philip Larmour

**Apologies:** Greg Eaton, John Whittaker, Jennie Campbell, Bruce Meppem, Lyndon and Tony Moss, Geoff Byrne, Laurie and Fran Bromley, Brian Richards, Helen Carter, Peter Wards, Renate Polglaze.

**Welcome:** Joe Bardetta and James Brigden both with a Stag.

**Minutes of 709<sup>th</sup> April General Meeting:** Acceptance proposed Allan Wright; seconded Leigh Larmour. Accepted by the meeting.

## **General Meeting:**

### **President: Lorraine Mooring**

- Thanked Philip Larmour for standing in as minute secretary in John Whitakers absence.
- Thanked Geoff Byrne for his very informative talk on TR6s. A follow-up question and answer session will be scheduled in coming months.
- Thanked Terry Daly for his appearance as guest speaker.

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

- No update on 2023 Nationals Meeting event but understands all is organised.
- The road trip to Warrnambool for the Nationals is being organised by Jude and Jeff Breen - a big thank you Jeff.
- The All British Display Day at Kings School on 17 September will include the TSOA Concours.
- Has just purchased a Stag with a Lexus V8 and Toyota Supra manual gearbox.

### **Secretary: John Whittaker**

- No Report

### **Treasurer: Laurie Bromley**

No Report

### **Pointscore: James Rose**

- Currently the attendance point score tally is very competitive with Judy Breen, Jeff Breen, John Stokes, James Rose and Peter Yeend jostling for position.

### **Membership & Concessional Registration: Norbert Nieuwenhuizen**

- Four new members this month
- Approximately 300 members year to date.

### **Competition Director: Phil Larmour**

- Next CSCA event is at Pheasant Wood on 17 June organised by MGCC Newcastle. 6 TSOA members have entered.
- TSOA CSCA Dragway event is on 9th July. Entry forms and supp regs have been circulated to TSOA members on the Competition list as well as the CSCA delegates.

### **Coffee & Cake: Leigh Larmour**

- Great turnout at By the Bay last month.
- Next month's venue is Vanilla Cream at Annangrove on 28 June. 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 20th August – 20 tickets available per club. We will be in Area B. Note that several special model anniversaries coming up. We have been allocated 5 spots in Pit Lane to feature Triumph models. Committee to advise which models to present. Anniversaries are- 100 Years of Triumph, 90 years of Super Seven, 70 years TR2, 60Years Triumph 2000, 50 Years Dolomite Sprint.
- CMC will be circulating a survey to all clubs seeking information on the financial contribution the classic car movement contributes to the Australian economy.
- At the CMC Registrar's meeting it was stated that the only event you can use a conditional or historic car without an entry in the logbook is if it is an event organised by your primary club.

### **Editor: Jeff Breen**

Nothing to report.

### **Social: Geoff Batty**

- No report

### **Ecurie Triumph; Geoff Byrne.**

- Nothing to report
  - TR6 is for sale as restoration of the GT6 has been completed.

### **All British; Craig Sankey**

- 17 September tickets available next month.
- Free entry if not displaying a car.
- Day may include Rocker Cover races- details not yet finalised.

### **Trivia: Philip Larmour**

When was the first mobile car phone introduced-. 17 June 1936

### **General Business:**

1. Presentation of prize from 100Year celebration made to John Conselli.
2. New member purchased his Stag from an add in TREAD.

**Meeting closed at 8:40 pm The next General Meeting will be at this location on Tuesday 11th July at 7:30 pm.**

**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 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.

<p><b>MAGAZINE ADVERTISING –</b> Contact Editor</p> <p><b>Classifieds:</b> Two issues Up to 5 lines. Photo/s at editor’s discretion Free to members; non- members, \$10</p>	<p><b>Display ads:</b> Yearly rates, 11 issues. Full page (130x180) \$450, Half page \$225 (130x90) Quarter page (65x90) \$125 / \$60 to members.</p>
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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.*

**CLUBMAN POINTS FOR MAGAZINE ARTICLES**

Clubman points are awarded each month for articles published in **TRead** as follows:  
10 points for all original articles of substance.  
5 points for all other articles.  
5 points for photos or as judged by editor.

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

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

**"TRead "**is the official journal of the Triumph Sports Owners Association (Ecurie Triumph) of Australia (NSW Branch) Inc. ABN 86 009 802 507.  
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**1926 Clyno 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)



## 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 Terrey 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: TR6 steel wheel (1969)

**Seeking an early 1969 TR6 Steel Wheel 15x5.5**

to take Rostyle trims in roadworthy condition to complete restoration.

**Contact David – 0436 314 267**



# CLASSIFIEDS

## FOR SALE: TRIUMPH TR6 GROUP S RACE CAR



**NO EXPENSE HAS BEEN SAVED IN DEVELOPING THIS CAR OVER 20 YEARS. MODIFICATIONS ARE TOO NUMEROUS TO LIST HERE. VERY RELIABLE AND COMPETITIVE, HOLDER OF A NUMBER OF CLASS LAP RECORDS. NUMEROUS PURCHASE OPTIONS AVAILABLE INCLUDING RETURNING TO ROAD REGISTRATION**

**GENUINE ENQUIRIES ONLY TO GEOFF BYRNE 0418 409 170**



# 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**

