



TRead

April 2021



TRead
April 2002

Sportscars of yesteryear: This Triumph TR3A in bright blue, owned by Roger Gates, certainly wouldn't have been lost on the bends of the racetrack.-Goulburn local paper

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

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TSOA President's Report

April 2021



Greetings everyone

Although I am sure you are all still taking extra care with distancing and other Covid practices, it is a great relief to be able to go about our daily lives with a little more normality.

I did not participate in the Riverboat Postman Cruise which from all reports was enjoyable despite the weather however our favourite Social Coordinator turned on a beautiful sunny day for the Kurri Kurri Run. It was nice to see some new faces, Peter & Marlene Grant and James & Sigrid Dimopolous joins us for the outing.

Despite the best efforts of Judy & Jeff Breen, the run to Millthorpe and the Cootamundra Sprints had to be cancelled which was a pity, having heard what a great event the Cootamundra Sprints is, we were all looking forward to going – ah well, there is always next year.

With Easter falling at the beginning of April, our next outing is the North Fort Tour & Quarantine Station scheduled for 11th plus a CSCA Round at Marulan and our regular Wednesday Coffee & Cake I am sure April will just fly by. Before you know it we will be in July and preparing to go to Katoomba for our popular Christmas in July event, make sure you have diarized this date. Several members extend the festivities by staying overnight on Sunday, if this is your plan you would be wise to book now as it is a popular winter destination.

Be sure to keep checking for updates on our new look website. It is still a work in progress and we welcome suggestions if anyone has issues accessing the information they are looking for. We would love to see more photos, particularly of historic interest, included on the web page and to this end we plan to create an area dedicated to members photos.

Now that the restriction on numbers attending venues has been lifted, we can welcome everyone back to Carlingford Bowling Club so please come early and join us for dinner prior to our meeting. I look forward to seeing you there.

Lorraine Mooring
President
Triumph Sports Owners Association
(Ecurie Triumph) NSW

Secretary's Ramblings

John Whittaker



Welcome to Autumn and the exit of daylight saving. You know how it is, late in the day when the sun is still out, the motor is being gently lowered onto the mounts – and – *"dinner is on the table ... now!"*

Speaking of food and other things, the Coffee & Cake program organised by Keith and Merran Higgins is turning into the best almost 'General Meetings' ever. To the new members who haven't been to a C&C (last Wednesday of every month) we say come along, make yourself known and join the conversations.

We do have a protocol for each and every club event where members are required to register with the event organiser who has the responsibility that TSOA does conform with all the necessary group booking and COVID health requirements. This is very important.

I must confess to be 'guilty as charged' for not calling in to Keith prior the most recent C&C at Eden Gardens. *"Sorry mate"*, you and the cafe had to accommodate 3 x the number booked, and this put unfair pressure on you and the café management staff (who did manage the chaos superbly).

Have you checked out our new look website? Eric Hanich has done a great job refining the layout and I am sure you will find it very easy to access information about past and coming events. Go to www.tsoansw.org.au and go scrolling!

My collection of bulk-out emails recently has been a bit of a clutter. Usually the bulk-out contact system is only there for emergent needs. For rapidly changing developments the system has been useful but is not intended to replace the primary source of information which is TRead. The monthly magazine is in both electronic format (to all members) and hard copy (on order). The source of information back-up now is definitely the website so if in doubt, always check the website before committing. Bulk-outs will only happen where a need demands it.

Meanwhile, back to the garage before the mosquito's get too bad.....

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

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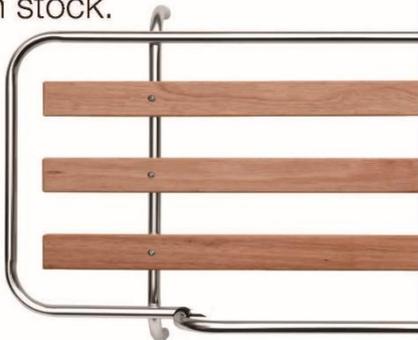
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New members

We have 2 new members to welcome into the club this month.



- **Steve Jones** who has in his garage(s?) **two Stags** and a **Dolomite Sprint**,

and,

- **Malcolm Bell** who has converted this now very smart looking Herald, displayed below in its 'before'(CDR.724) condition and also in its glorious 'now' condition. Malcolm is keen to identify the history of this car which he believes was sold new in Newcastle ... *do you perhaps know more??*



Norbert Nieuwenhuizen
Concessional Registration and Membership Officer

Club Notice Board



Last chance to pick up a bit of TSOA memorabilia?
Going to the highest bidder at auction to be held at
the April General Meeting don't miss out!!

ALL BRITISH DAY 2021

The Kings School have changed their strategy to reduce the potential need to cancel the event due to outdoor restrictions as a result of COVID. This year the Spring Fair, Art display and Car Display will be on separate weekends.

The ALL BRITISH CAR DISPLAY DAY will be a solo event, and is now scheduled for **Sunday the 17th October**.

Further discussion will take place as to how public attendance is to be managed to ensure the event attendance meets COVID outdoor restrictions.

The Kings Fathers' Association will organise and run the BBQ. Additional food / coffee stalls will be booked through the All British Club. Portable toilets will also be provided on the day.

The Spring Fair (which will be on a different weekend to the Art Show and Car display) will not be open to the public or advertised this year, as the School needs to limit event numbers.

Regards ... Craig Sankey

Club Notice Board

A timely advice to members from Peter Wards

Peter and Robyn Wards have recently experienced a serious fire in their kitchen at home. Had Peter not heard the smoke detector alarm and responded appropriately then a far more serious outcome may have resulted. As it was their entire kitchen was seriously damaged and had to be replaced. The Fire Brigade determined the cause of the fire to be a faulty LED strip light fitting (pictured).



Peter and Robyn's message is for us all to pay particular attention to the batteries in our smoke alarms, to be diligent and to replace old batteries with new batteries on a regular basis. Choose as the changeover date of a memorable family anniversary and stick to it!

TSOA 41st National Meeting

Members are advised that planning for a *TSOA Road Trip* from Sydney to the Barossa Valley, and the 41st Nationals, is underway.

Broadly speaking the plan will be to depart Sydney on Monday 18 October (the day after The Kings School ALL BRITISH DAY), to travel west across NSW to Broken Hill and from there into SA, arriving in Tanunda on the afternoon of Friday 22 October.

The return trip(s) may be less structured, experience tells us that members tend to return in smaller groups reflecting differing time constraints and priorities when it comes to places of interest.



Those members interested in travelling with the *Road Trip* group are requested to register their interest ASAP at editor@tsoansw.org.au. A commitment to the trip is not required at this time but I do need to know potential numbers. More detailed information regarding the *Road Trip* will be forwarded by email to those who register. Detailed information may not necessarily be published regularly in ***TRead*** magazine.

NOTE: This TSOA Road Trip is also open to interstate Triumph club members where timing and geography may suit.

Judy + Jeff Breen

Club Notice Board



Members should note that **Spencer Martin**, the famous Australian Racing car driver, has agreed to coming along and be guest speaker to the **TSOA General Meeting at Carlingford Bowling Club on Tuesday 11 May.**

If there was a beautiful car ever made Spencer will have driven it and driven it well. From 60's era Holdens to many historic Formula 1 cars, Spencer has driven them all and has a wealth of stories and anecdotes to go with each experience. He is a real character and engaging speaker. We are sure that everyone will enjoy his talk. Spencer's recent book usually retails for around \$80 however he is generously offering it to Triumph club members for \$60, so *bring your money with you.*

Beware of the new Ebay Scam. I ordered my wife some earrings, a ring and a bracelet, and received bucket seats, a carbon bonnet and a supercharger kit.

Motorsport Report

April 2021

Glen Coutinho



With the 2021 motor racing season well underway for 2021 it's good to see things getting back to something approaching normal post COVID. Great to see the V8 super cars back on the grid & even better the F1 season kicking off in Bahrain this weekend.

For we mere mortals, the first round for Group S has already kicked off with the recent round at Phillip Island seeing Tony Dains, Graeme Rutledge, Geoff Byrne with their TR6's and Alan Cameron with the Hurricane, having a run in Regularity, make their annual pilgrimage south to the island circuit.

The HSRCA kicked off their year at Wakefield Park with their Autumn Festival in what can only be described as great weather for ducks, this was the "once in a 100 year rain event", having spent the weekend at home in Goulburn I can only say that I was glad to be sitting on the couch rather than being out on the track. However, 2 brave souls from TSOA made an appearance, both Geoff Byrne TR6 & Andrew Gibson TR3 were out there flying the Triumph flag.

Interestingly, in speaking to people who competed at the meeting, it appears the track has had the drainage improved somewhat as the rivers that use to run at the end of the straight during heavy rain have been somewhat eliminated.

The first round of the CSCA kicked off at Wakefield and in a complete turn-around from the previous weekend, it was a glorious autumn day in Goulburn with not a cloud in the sky. Run by Lotus, entries were a bit slow to come in at first but in the end, there were 75 entries for the day, still a bit down on previous years. From all accounts the day was well run with plenty of runs on offer. At this stage results have still not been released due to an issue with timing, but we expect the results to be ratified & released before Easter.

The next round has now been confirmed for the 18th of April to be run at Pheasant Wood (Marulan) to be run by MG Sydney. At this stage entries are still not open as there has been a delay in confirming providers for the event, but I expect to see entries open in the next week once the MG guys sort out a few issues. Please note entries will be limited to 60, so entries will be accepted on a first in best dressed basis.

On Pheasant Wood, Brett Gillies is organising a driver training day at Marulan. The day will be run in conjunction with one of their open track days. I believe they will allow passengers for the purpose of driver training on the day. We expect it to be a small group and if you are interested please let me know, I will pass you on to Brett. At this stage Brett is waiting on numbers to determine interest & will then confirm a date.

Wishing all a safe & happy Easter.

Glen



ECURIE TRIUMPH REPORT MARCH 2021

Three race meetings, each dramatically affected by the prevailing weather conditions and the impact of the current COVID-19 regulations.

The first at Sydney Motor Sport Park December 5, 40°C air temperature meaning brutally hot driving conditions on superhot tarmac, breaking many motors and driver's concentration in a 20 lap race.

The second at Philip Island March 5 - a few light showers on Friday and a bit overcast on Saturday, the Sunday provided typically glorious late summer weather with blue skies, fluffy white clouds and with a light breeze blowing in from the clear crystal waters of Bass Strait. Perfect conditions for motor racing.

The third at Wakefield Park March 20 and 21 - around the 20°C mark and torrential rain. The track awash with water running across and a wind whipping the driving rain into the faces and windscreen of drivers peering into the mist and fog of the water thrown up by spinning tyres, only broken by the red glow of rain lights.

There was a good roll up of Triumphs at the Phillip Island Classic with the three TR6's from NSW of Graeme Rutledge, Tony Dains and Geoff Byrne competing in Group S, and Allan Cameron with his Triumph Hurricane competing in Regularity. John Orchard in his TR3 and Paul Hogan in a GT6, both from Victoria, were also racing in Group S. Andrew Gibson withdrew

from the weekend due to COVID concerns. The Group S field was so big it was split into under and over 2litres plus 'Inviteds', the TR6s being invited into the under 2litre group. The event lacked the usual excitement of seeing exotic overseas race cars and the presence of the usual thousands of spectator and car club displays.

TR6 problems started straight away with Geoff having alternator problems, Graeme with a fuel leak and Tony with a blocked metering unit. Meanwhile Allan happily motored around the track with his new race tyres and limited slip diff, only having a problem in the last event due to "low fuel". Geoff's problems persisted for the whole weekend resulting in him doing no racing laps at all. Graeme got flagged in for the fuel leak, Tony fixed the metering unit giving him a clear run for the rest of the weekend and the fastest Triumph time. John Orchard and Paul Hogan had trouble free runs over the weekend.

Heading to Wakefield Park we all knew it was going to be a wet race meeting with forecasts of heavy rain and possible local flooding with reports coming in of very serious flooding and evacuations up the north coast. There were four Triumphs entered for the meeting. Andrew Gibson TR3A and Geoff Byrne TR6 were both racing in Group S. Mark McConnell GT6 and Robert Saunders TR7V8 were running in the Supersprint. Surprisingly, we were able to practice on Friday on a dry track, but we all knew that it would not last as the grey black clouds came rolled in.

Each race faced slightly different conditions depending on whether the rain came in torrents or just light showers but always falling on a wet track with increasing run off. Andrew fitted a set of road tyres, with good deep thread which handled the conditions quite well. Geoff had some very old wets which deteriorated over the weekend. While Mark was running his usual Yokahamas. The racing was difficult with the objective of staying on the track, for an excursion out onto the grass was likely to get you bogged. Visibility at times was particularly challenging through fogging helmets and driving rain.

Andrew seemed to handle the conditions best coming away with 32 competition points ahead of Geoff with 26. Andrew now leads the Ecurie Triumph point score. However, it was Mark in the GT6 who got the fastest Triumph time of 1:28.7 in his first run. The TR7V8 was a bit of a handful in the wet and Robert was not able to match Mark's times.

The following link is of an in-car video from Mark McConnell's GT6 going around Wakefield Park <https://youtu.be/A6UmKaG-eMU>

Next Ecurie Triumph event is Mallala on 17 -18 April.

.....**Geoff Byrne**

CSCA Round 1 - Club Lotus Aust.

Wakefield Park, 28 March

In contrast to the weather conditions reported by the Ecurie Triumph guys for the weekend previous, Wakefield Park on Sunday 28 March could hardly have been better – a not too cool morning (by Wakefield standards), a clear dry track all day long, and clear blue skies with just the occasional passing cloud. The infield may have been dampish however there was NO water on the track and no need to visit the infield.

Lotus Club put on a great day with seamless management of the dummy grid area and trouble free racing on the track proper. With no vehicle incidents nor fluid spills to contend with a minimum of 5 track sessions were assured for each driver, and with sessions 6 and 7 on offer late in the afternoon for those who wanted them. As reported earlier there were 75 starters registered on the day, meaning no busy pit areas and plenty of separation out on the track.

TSOA was strongly represented on the day with 6 registered drivers – Thomas Derwent TR7, Ian Marsh MX5, Lindsay Day 2.5Pi, Jeff Breen TR6 plus the Avery brothers in the Evo (although I did not actually see them on the day). TSOA support crew included Kerry Derwent (special mention, a great mum!), Ken Peters, John Stokes + Debby and Judy Breen. Glen and Sue Coutinho also offered support however it came from a greater distance, although I can report that they were present for the race day tactics being discussed the previous evening at the Ban Thai Restaurant in Goulburn.

All in all, a very enjoyable TSOA combined motorsport/social weekend. Team Triumph (not an official title, we just call ourselves that) want to encourage more members to come out to the track and join us in these events where members can balance their own level in the mix of motorsport and social activity. I can assure members that not being the fastest car (*far, far, from it*) out there on the track in no way diminishes my enjoyment of, and the exhilaration coming from, a day of Supersprinting.



To see what I mean go back one page and take another view at Mark McConnell's laps around Wakefield Park on Youtube.

Jeff Breen

Coffee & Cake



Keith Higgins

0409 656 577 / info@aodaustralia.com

31 March TSOA

Eden Gardens Macquarie Park

If you are driving around in the city traffic in this part of town then it is worthwhile to drop in and have stroll around the beautiful gardens, have a coffee and let your blood pressure go back to normal.

Around 30 club members did just that last Wednesday and they enjoyed good coffee, good service and best of all good company. The noise level from this mob was such that I am sure that you would not be able to hear the throaty roar of a muscular TR6 starting up. As usual with a long table eventually small groups formed according to the conversation topics. Our group ended up talking technical issues as usual, and as always, I learnt something new but have forgotten what it was so I will have to catch up on that at the next Coffee & Cake as usual.

Keith Higgins

07 April – TR Register C&C – John McCormack – 0413 312 134

**21 April – Hunter C&C –
10;00am Tinto Espresso
Bar & Infuzion Café, 30
Victory Parade, Toronto**
– register with Michael D.



**28 April, - TSOA – C&C 10:30
am @ Sasanqua Café 8 Cattai
Ridge Rd Glenorie** (always
popular for some reason)
Please register your intention to
attend by text to
Keith Higgins on 0409 656 577 or
email to info@aodaustralia.com

ATTENTION!

This is important!

Many of us are not being fair to our Masters of Coffee & Cake. In the 'new normal' that we are all required to live with today, it is the law that venues comply with customer numbers and social distancing. TSOA members have an obligation – *and it is simply the right thing to do* – to register beforehand with Keith Higgins when intending to come along to any C&C, or with the event organiser for any other TSOA event.

mea culpa, mea maxima culpa ... Ed

The crowd 'illegally' enjoying the occasion at Eden Gardens, Macquarie Park on 31 March



Certain people need to be very careful when issuing challenges to irresponsible editors.

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Social Reports

Geoff Batty

Riverboat Postman Cruise

Thursday 18 March

The forecast said lots of rain....and it did... but we had a lovely time.

The moment of departure was only minutes away, but our gallant organizer Geoff was not yet present. Then Geoff and the Shire Delegation that



had travelled by train to Hawkesbury River Station trooped in a bit wet but well pleased with the public transport service which was not affected by the rains [but was later in the day]. The wet clothing and conversation of the 34 odd starters from TSOA located together on the port side of the boat led to the air conditioning being turned on to clear the windows after the boat had been underway for a while which made it cool for some.

The first port of call was Dangar Island where mail, parcels and food supplies were landed. Then the boat passed under the rail bridge and travelled along the northern shore of Long Island where sandstone had been quarried for some notable structures including the pylons for the first rail bridge and some buildings in Sydney. At Kangaroo Point mail and parcels were delivered. By now there were clusters of members in discussion on the rear deck, on the roof under the limited amount of shelter and around the tables in the main cabin.

Passing under the Peats Ferry and M1 road bridges the boat then ran close to the west shore of Peat Island which closed in the early 2000s after being put to various uses over nearly a century including housing institutionalized patients for decades under the Lunacy Department. The boat then crossed over to travel along the eastern shore of Milson Island which today houses a Dept of Sport and Recreation facility but in earlier times last century housed patients. Mail and parcels were dropped and picked up from Milson Island wharf.

Leaving Milson Island, the boat continued to Bar Point where mail was dropped and picked up while the skipper advised us that there were various

B&B and solitary accommodations in the area which varied in cost from a few hundred dollars for a weekend to \$2k per night. In one locality a large boulder had come downhill and completely demolished a house. The skipper advised that fortunately no one was home at the time.

By then the sun though not visible was deemed to be 'over the yardarm' and Renate led the charge to the bar. Rounding Bar Point the boat continued up the main river past Big Jim's Point to Marlow which was the furthest point on the trip. Mail and parcels were exchanged.

A good ploughman's lunch was served after leaving Marlow as the boat crossed to the west side of the river and travelled close to Bar Island which houses a cemetery. I spent a cold and windy night on Bar Island in the late 1960s while on a Scout journey with a few fellow sea scouts. We passed up the opportunity to pitch tents in the cemetery as being 'too creepy' but the wind moaning through the trees kept working our young imaginations all night anyway. Access permits are required today and there is a modern wharf. There are graves going back over a century on Bar Island.

The boat then stopped to drop and pick up mail at Milson's Passage before returning via Milson's Passage to Dangar Island to pick up mail. A lap of Dangar Island was then carried out giving suitable clearance to the large sandbank downstream of the island before returning to the dock at Brooklyn. Bob led a round of thanks to our intrepid organizer Geoff and then we alighted as we had embarked ... in the pouring rain.

Thanks Geoff for a great day out, we had a lovely time!

Lindsay and Jill Day

Kurri Kurri Nostalgia Festival

Sunday 28 March

As has been the norm in recent times most club runs have been affected by Covid 19 rules & regs. This run however had the added imposition of wet weather compounding Covid enforced changes. The show was cancelled last year altogether, this year they decided to move the Shannon's Show & Shine to the Footy Ground, then the big wet hit most of the East Coast. As we all know floods affected the Hawkesbury Nepean, the North Coast and many parts in between.

Consequently, the organisers had to cancel the Show & Shine component of the Festival meaning those members who had tickets from 2020 which were transferred to 2021 missed out again. So, what to do, go ahead of course, with a run to Kurri Kurri check out the events in town & go to the Bowlo for lunch.

With full belly's and the sun still shining it was almost time to hit the road before the Sunday arvo traffic built up too quickly, good byes were said and promises made to meet up again at the next Club event.

Thanks for coming.

Geoff Batty

Attendees: Geoff & Rhonda Byrne TR6, Roger & Shirley Gates TR3A, Peter & Marlene Grant TR6, Bev & Kev McClarence TR6, Eric & Leanne Hanich Stag, Richard & Mary Hawkins TR6, Bob Adby TR4A, Helen Carter Volvo, Lorraine Mooring Dolomite, David & Judy Hynes Stag, Norbert TR6, Keith & Merran Higgins 2000 TC, James & Sigrid Dimopoulos TR6, Neville Bowden & John TR8, Geoff Batty TR6, James & Jack Rose.

Coming Up Trumps

(Major TSOA club activities coming up and worth noting in your calendar)



11 April, Sunday – North Head Quarantine Station visit and lunch, refer flyer for details or call Geoff Batty – 0428 242 597

11 April Sunday – Richmond Vale Railway Museum David Walshe 0409 885 042

17-18 April – Ecurie Triumph Mallala South Australia Geoff Byrne – 0418 409 170

18 April, Sunday – CSCA Round 2 Pheasants Wood (Marulan) Glen Coutinho – 0418 640 188

TBC May – Euro Motorfest Newcastle Alan Watson 0418 662 114 –

08 May, Saturday – CSCA Rd 3 SMP South Circuit (night event), Glen Coutinho – 0418 640 188

16 May Sunday – National Day of Motoring Berry Showground, refer back cover page. or call Geoff Batty – 0428 242 597

22-23 May Ecurie Triumph Winton Classics Vic. Geoff Byrne – 0418 649 170



Cootamundra Sprints– March 2021

Veteran Sports Car Club of Australia

The bad news is that for a second year in a row the VSCCA have been forced to cancel *The Cootamundra Sprints* - last year it was COVID, this it was the weather. The good news is that the Sprints will be on again, however not until 26 March 2022. In the absence of a report on Cootamundra we have for you a report from ex-TSOA member Bill Revill about a similar event in Victoria.... Thank you Bill. **Ed.**

Eddington Sprints March 2021

TR- Register Run

Bill Revill and Gary Waite

The Eddington Sprints are a historic racing institution in Victoria. Despite COVID cancellations and the fuss of 2020, this year saw the 37th annual running of the sprints. The hard work of running the event was done by the Eddington Sprint club and the Bendigo Car Club, with our own Peter Standen of the TR-Register one of the dedicated organisers. Eddington, a small hamlet set in the beautiful and historic Bendigo/Castlemaine area, came alive with over 80 competitors, ready to run on the straight quarter mile track. Eddington Sprints is both a race meeting and a car show: Admission and pit entry is free, so spectators can mingle with the drivers, get up close to the cars for a detailed look, then the same cars can be seen, heard, smelled, and enjoyed at their best on the track. It's so much more exciting than just a static display day.

The event attracts the most diverse collection of mouth-watering cars imaginable: From historic vintage machines, some over a hundred years old, to more modern and faster machines such as early Mustangs and Corvettes. The variety of cars was wonderful and all of them looked brilliant speeding down the track – the field includes sedans, sports cars, and single seaters in a cascade of colour, with cars running down the track every 30 seconds or less – nobody gets bored! Who can pick a favourite car- the bodyless 1920's Fronty Ford T-model? John Lakeland's immaculate 1930's Triumph Renown with a Jaguar engine? The tiny Austin 7 specials from the 30's or the giant 1960's Mustang or Corvette, both with thundering V8's and under 14 second times? The whole field is packed with beautiful, exciting cars, too many to choose one!

The hardworking TR-Register team of Victorian Coordinator Gary Waite and Goldfields Chapter's Peter Standen organised this as a TR-Register event and club run for the weekend, so a group of Register members turned up to watch. Everyone had a pleasant and sociable day, watching the cars and

chatting. Members at the ready included Peter Riley (TR3A), Geoff and Noelene Bowman (TR3A), Mike and Trish Hall (TR4), Peter Standen (TR4), Bill and Danute Revill (TR3A) with John and Leonie Johnson, Hugh and Merridee Burrill and Gary and Robyn Waite in their daily drives.

The only Sidescreen in the competition was run by Bill Revill in the TR -3A, with Fraser Faithful and Andy Ansell in their Triumph TC 2500 and the TR 7 'choc wedge' respectively.

Sprinting is easy and it has its own charm. It's different to most events, because when you line up at the start for one of your five runs, the finish line is visible, stretched out down through the tree – framed long straight. Just a straight-line sprint is easy, but paradoxically, the simpler a task is made, the better you need to perform it to make a difference! In a short sprint, the start is vital – a burnout to clean the tyres, reverse to the line, then balance the clutch to get just the right amount of wheelspin off the line. Then flatten the throttle and concentrate hard to use the exact rev limit in every gear and make each gearchange as neat as possible. Flat through the final speed trap and slow down, then back on the return road to relax, chat and spectate until the next run. Results? Fastest time of the day was the mighty Corvette, well inside 13 seconds. I won the Group Sa class in the old Triumph (Hooray! We beat the MG's!) with a best time of just inside 18 seconds. But results didn't matter, the day was fun, the excellent Saturday night dinner with all our TR – Register friends was great, and it capped off an excellent weekend of fellowship and motorsport.

Want to have a go yourself? It really doesn't take much – you need to be a member of a Motorsport Australia affiliated club and have a Speed – level licence (no medical needed, apply on the website, costs \$120, it lasts a year). You need seat belts, a crash helmet (cost is between \$90 and \$Thousands, mine was \$89) and fire extinguisher (\$30 at Bunnings). It's optional but you DON'T need a full fire suit, roll bar, logbook or many other bits and pieces just to have a go if you are driving a road registered car. Entry for Eddington Sprints is \$60 and if you choose to compete in khanacrosses at the Gippsland Car Club track, entry is \$30. Hillclimbs are about \$80. That must be good value for a full day's motorsport!! Come and have a go next year or try the Gippsland Hillclimb at which the TR-Register will visit later this year.

In summary, what a great day!! A club run, a classic car show, a chance to see and hear some selected racing machines from the last century performing at their best, a social event and an excellent victory dinner for the mighty Triumph sidescreens! Thanks to the TR – Register team of Gary and Peter for organising the day, the Bendigo car club for running this historic event for 37 years and all our TR-Register members who turned up and enjoyed themselves!! Let's go again in 2022!

Bill Revill TR3A



Eddington Sprints Victoria

Photography courtesy Bill Revill



Mark McConnell GT6 in the wet at Wakefield Park



Graeme Rutledge TR6



John Orchard TR3 Vic.



PHILLIP ISLAND CIRCUIT



Tony Dains TR6



Paul Hogan GT6 Vic

Photography courtesy Geoff Byrne

CSCA Rd 1 2021 – Wakefield Park



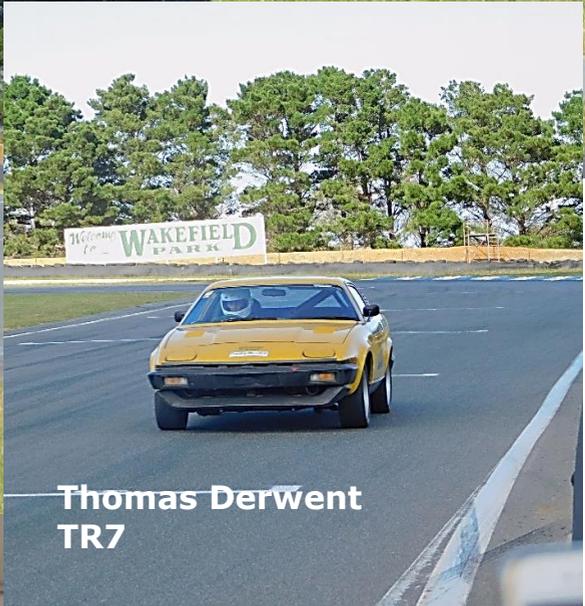
Lindsay Day 2.5Pi



Ian Mash MX5



Jeff Breen TR6



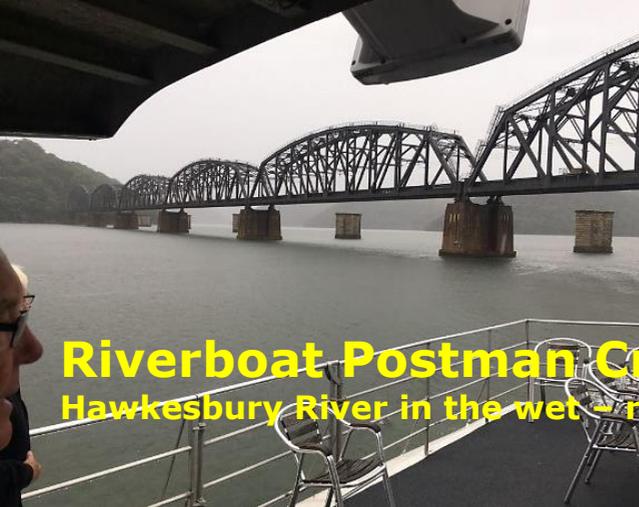
Thomas Derwent TR7



"... and at turn 8 ..."



Team Triumph for the day – Jeff + Judy Breen, Thomas Derwent + mother Kerry, John Stokes and Lindsay Day, missing



Riverboat Postman Cruise

Hawkesbury River in the wet - rail bridge and Bar Island

Photos by Lindsay Day



TSOA members on the Hawkesbury River and at Kurri Kurri Festival... can you see a theme emerging here?





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THEY DON'T MAKE TRIUMPHS ANYMORE

Chapter 1 – The Poisoned Chalice

The last genuine Triumph rolled off the production line at Solihull in October, 1981. A very sad day for us all. This is the first in a series of articles that will look at what happened to kill off our beloved brand. It will also look at any alternatives that could have been implemented to save the company. I suspect that on many points, there will be alternative views and that's the point of the exercise, to create debate and come up with other views.

The author spent the last years of his working life as an academic, teaching students mainly from overseas in Master of Business Administration (MBA) programmes, specialising in Strategic Management. British Leyland (BL) is a prime example of how not to do things with its failures and cost to the British taxpayer legendary. The BL example was used extensively as a case study in the MBA course. In the end, the failure of BL cost around 250,000 jobs and billions of pounds wasted on propping it up. In fact, BL reported losses of £2.2 billion in the period since 1975. These losses do not take into account the indirect jobs and financial losses suffered by component industries and other suppliers to BL. So, with that sort of a record, I am at a loss to understand how Michael Edwardes in his book "Back From The Brink", could claim success in his stewardship of the company.

Whilst some of the brands were saved by selling them off for next to nothing, a lot were consigned to history including our beloved Triumph. British Aerospace (BAe) purchased Triumph in 1988 as part of the Rover Group along with MG, Mini and other brands for £150 million. Considering this included a fairly modern plant at Solihull, the price was cheap. BAe couldn't make a success of the acquisition and so they sold an 80% stake to BMW in 1994 for £800 million. Not a bad profit!!!

However, prior to this, the Group was to be sold for £275 million in 1985 but the sale was aborted by the Thatcher government on national security grounds as it included Land Rover which was a major supplier to the British defence force.

The sale by BAe was to be bettered by BMW who sold Land Rover in 2000 for £1.8 billion and retained the rest. Since then, other sales have been made including MG which of course is now Chinese owned. Despite rumours

to the contrary about 10 years ago, Triumph has not been resurrected, leaving the affordable sports car market to Mazda. The MX5 has been a roaring sales success as well as being very profitable. What a shame. After all, only a few years earlier, the Triumph TR8 had been acclaimed by the US motoring press as the "reinvention of the sports car". So, who was to blame for the malaise?

I'm sure that a considerable amount of blame can be centred on the industrial unrest created by the unions and in particular Derek Robinson, also known as Red Robbo. But it is certainly not fair to centre total blame on the unions. I believe management should shoulder the major proportion of blame together with the British government.

Let's look at Edwardes. His only qualification was his law degree. He had zero qualifications in management although he did have experience as the CEO of Chloride Batteries, a very small operation when compared to BL. With no disrespect to lawyers, these are the last sort of people that you would want to run any organisation. They are taught to settle matters through adversary methods otherwise they don't rack up fees to charge their clients. Anyone who has been through a divorce will know what I'm talking about. Edwardes track record when dealing with the unions, staff, management and government confirmed his aggressive attitude borne out by the manner in which he settled disputes.

Management Theory was a lot different in the 1960's and 70's to what it is to-day. Back then, it held that the boss was king and that he had the right to hire and fire. Production was the king pin. The concept of strategic management was unheard of. Worker welfare wasn't considered as being at all important. Workers should be thankful they have a job was the attitude. Austerity was their lot and of course, in the UK the class system was entrenched.

At the time, there was only one major auto manufacturer, Ford, who took a different approach. Henry Ford was a good man. When he set up Ford, he ensured that every employee was paid a living wage and if employed, was given job security. Prior to this, the American factory worker had experienced terrible slave like conditions under the hands of the Vanderbilt's, Morgans, Carnegies, Rockefellers and the like. The Homestead Strike in 1892 saw a lock out of workers with the Pennsylvania Militia firing on the workers and killing several without any criminal charges being laid. It wasn't until Teddy Roosevelt was to become the US president after the

assassination of William McKinley, that things began to change with the introduction of the first US anti-trust laws.

Back to Ford. Ford introduced the modern production line where the car moved along tracks and passed by each section of assembly where each worker became very adept at doing a certain task. This dexterity greatly increased productivity and lowered costs. The Model T also introduced standardisation to the product. You could have any colour you wanted as long as it was black. Ford was greatly influenced by Samuel Taylor's Scientific Management Theory and Henri Fayol.

Ford also looked at cost inputs. He ensured that every item or component was purchased at the best possible price. This introduced cost accounting in a way that hadn't been applied before. However, this will have adverse ramifications for BL as we will see later on. The theory worked on a simple design like the Model T but when applied to more sophisticated designs, it could be an abject failure.

Move forward to to-day and Management Theory has a vastly different approach. To-day, management is inclusive. A worker's inputs are sought and included if well founded. Management's approach to workers should be empathetic with their wellbeing considered important to the organisation. Good management is also approachable. We will discuss at length, Total Quality Management (TQM) and the concept of Kaizen adopted by Toyota much later on.

So, in my lifetime, I have experienced massive changes in the way organisations are managed. The day of the Manager from Hell has well passed.

The question therefore is, what should Edwardes have done when he took over? In the absence of any strategic planning, his task was indeed difficult. There was no base on which to instigate a review of operations. The first thing I would have done would be nothing before making any decisions. I would want to have a good hard look at what was happening. This would be easily achieved by using the theory of Management By Walking Around, a popular topic promoted by Tom Peters and Robert Waterman but first introduced by Hewlett-Packard in 1970. Toyota adopted and modified the concept calling it the Gemba Walk a little later on. If that had been done, then Blind Freddy would have seen the issues at hand.

BL was a fractured organisation. The left hand had no idea of what the right was doing. It had triple layers of management where one was ideal. There were conflicted models competing against themselves, MGB versus Triumph TR7, Spitfire versus MG Midget, Triumph 2000/2500 versus Rover. The list goes on made all the worse by badge engineering. Factory management had zero autonomy. Management had to get approval to buy a postage stamp which meant no one would make a decision.

We have to go back to 1968 to get a real idea of the problem. This is when, under the influence of Tony Benn who was Chairman of the Wilson government's Industrial Relations Committee, Sir Donald Stokes of Leyland and George Harriman of BMC, at a meeting at Checkers were convinced to agree to a merger. Why Stokes would entertain such an agreement is beyond comprehension as the acquisition of Rover and Triumph were far from bedded down. It was also common knowledge that BMC were in deep trouble. Stokes was a salesman and not a trained manager, let alone a CEO, and it would seem as if he had one big problem, his ego. Like so many other CEO's, their heads are so swollen with their own self-importance. The temptation of being the CEO of one of the world's biggest companies was too much of an ego trip to knock back. This was also exacerbated by Harriman's mistrust of Stokes and his fear that he would be replaced. Indecision became the order of the day, made the worse by conflicts between internal organisations and individuals. Already a massive organisation, BL grew further by adding layers of management which put government bureaucracy to shame. 4,000 additional staff were employed at middle management offices in Birmingham and Piccadilly which duplicated tasks already being done at factory level.

The result was indecision and anarchy. A lot of the workers were sought out and recruited from Ford and their culture of purchasing the cheapest part was entrenched. An example of this disastrous decision making was exemplified in the Triumph Stag. Engineering was over-ruled by the cost accountants in the choice of head gaskets. Engineering specified a particular gasket requirement only for costings to dictate a cheaper one. When confronted by engineering, the answer was, we'll fix any problems under warranty. We all know what happened. A brilliant car killed off because of stupidity.

The next issue will look further at management, government and union issues that affected BL, followed by an environmental analysis and what changes should have been made to save it.

Michael O'Brien

TECHNICAL TIP

A Hot Topic

Recently there has been a lot of discussion about engine temperatures and different opinions on what temp is ideal. John Stokes did a very good presentation recently on the correct thermostat for Stags and the importance of engine temperatures cannot be understated. When engineers design engines they have to calculate final temperatures because all metals expand with temperature. This is called temperature coefficient of expansion. If the operating engine temperature is incorrect then the tolerances and clearance measurements are then also wrong. Best example is tappet adjustments. Valve stems lengthen quite a lot when heated and so does the clearance between valve stem and tappet.

Electrical properties also change with temperature. The electrical resistance of copper increases with temperature and this is called positive temperature coefficient of temperature.

The bigger the CSA of the conductors then the less the effect of temperature. A rule of thumb that I use is the heavier it is then the better it performs because it means thicker conductors and or more metal in the magnet part. This also holds true for batteries. The heavier the lead content then the heavier the starting current. Don't fall for cheap discounted unknown brands of batteries.

To test this, I followed up on a subject that was raised about hot starting on a Stag. I took 3 different coils all of which were stated as suitable for a Triumph Stag and did some hot and cold resistance tests and the results were very interesting as follows. The coils in this chart are in order of weight.

In order of weight	Resistance cold	Resistance hot 100°C	Power cold	Power hot
Coil 1	1.5 ohms	2.0 ohms	24W	18W
Coil 2	1.5 ohms	1.6 ohms	24W	22.5W
Coil 3	1.4 ohms	1.4 ohms	25.7W	24.0 W

The thicker the winding wire then the heavier it is and also the less resistance hot or cold. From the chart above it confirms the 1.4 ohm will certainly be the best for starting hot or cold. In fact it looks like it is designed for the correct power when starting. This was an aftermarket coil with the specification numbers of (140400GD,CC-27 T0414,TIC034RB) Whatever the numbers mean the only clue is RB resistor ballasted.

The top coil was a LUCAS coil.

Keith Higgins

Technical articles in this magazine are intended as general (sometimes humorous) information only and cannot be specific to your car. TSOA recommend that readers always seek advice from a suitably qualified mechanic. Ed.

Reader's Letters:

Drive your Triumph Day ***(TRead March 2021)***



Hi Jeff,

I must add an amendment to the article from Keith and Merran Higgins regarding the Drive your Triumph Day celebrating Sir John Black. I was very surprised and humbled by winning the longest journey on the day in my newly finished Stag and this was the first really descent run that the Stag had had since it's rebuild. All day I had been saying how well the vehicle had been performing and was keeping up with the traffic during the day despite some minor electrical light problems that many brought to my attention!!

After having a great social day and was coming down Mount Ousley heading into Wollongong, I noticed a noise coming from the engine bay and at first thought it was coming from an old 65 Series Landcruiser we were following, but after passing the Landcruiser, the noise only got louder and I noticed the temperature gauge was rising above where it had been sitting all day. I immediately pulled over to the hiss of steam coming from the overflow bottle. As I had every confidence in the Stag, I had not bothered to bring any water or tools along for the journey and as such was now stuck at the bottom of Mount Ousley with no way of checking or fixing anything. After a long wait the tow truck arrived and we finished the day heading to Nowra on the back of a truck leaking water everywhere.

I believe what has happened is the bottom gear of the new water pump has either sheared off or stripped and therefore no water was able to be fed around the engine to cool it. After returning home and a phone call to David Clarke it is now booked in for repairs or a complete second engine overhaul as needed during April! So, in conclusion I think I definitely had the longest day, as I started in the dark and arrived finally home in the dark!!

Happy Stagging

Scott Burnie
Nowra



Reader's Letters:

The project that never was. from Glen Coutinho (TRead March 2021)



Hi Jeff

I just wanted to comment on one of your articles in this (*now last*) months' TREAD. It was the article by Glen Coutinho about the Karmann Gia (above).

As people may or may not know Karmann was/is a German Coachbuilding Company back in the 60/70s which took a Volkswagon Beetle chassis and running gear and built their own body to create the KARMANN GIA.

The article reminded me of an "Urban Myth" I was told some time ago. In 1986 I purchased a rather sad 1971 BMW CS Coupe which started me on a course not quite as daunting as the subject Karmann but with a happier ending. Getting to the point the Karmann Gia and the BMW coupe share a unique bond in that the BMW body was NOT built in the BMW Factory but was built by KARMANN at their factory in Osnabruk Germany. This meant Karmann's rust proofing treatment, perfected on the Karmann Gia, was shared with the BMW Coupe which is why not many of these cars survived, especially European Winters This brings me to a quote I was given whilst restoring my Coupe... *"KARMANN INVENTED RUST. PATENTED THE IDEA AND SOLD IT TO THE ITALIANS"*.

So if you think you are onto a good restoration project in either of these cars think again.

After 12 years mine did see the light of day. {below}

Regards ... **Kevin Davis**



MINUTES OF THE 686th GENERAL MEETING OF THE TRIUMPH SPORTS OWNERS ASSOCIATION (Ecurie Triumph) NSW



Venue: Carlingford Bowling, Sports and Recreation Club, Carlingford.

Date: 9th March 2021

Time: 7.30pm

Chair: President Lorraine Mooring

Minutes: Treasurer Laurie Bromley

Apologies:

John Whittaker, Jennie Campbell, Hamish Campbell-Whittaker, Helen Carter, Phil and Leah Lamour.

New and Intending Members: none.

Visitor Milton from Perth, former TR3 and TR6 owner.

Minutes of last meeting: proposed Roger Gates, seconded Jeff Breen.

REPORTS

President: Lorraine said that despite restrictions being eased, she would like all proposed attendees at the next meeting to be communicated to her so that we can monitor the numbers.

The Hunter group events are now on our calendar, any member can participate.

Secretary: John is away, so nothing from the emails, one membership renewal in mail- box.

Vice President: The SA Nationals in October 2021 is now full. There is a waiting list.

The All-British Day at The Kings School has been delayed till 17th October and will be a car only event. We will hold our concours there. We will probably hold an instruction event to educate members on preparation for a concours.

This year is the 60th birthday of the TR4.

Treasurer: Membership renewals totalled \$2040 since last meeting with \$1,834 expenditure on printing postage, envelopes, regalia stock and web administration.

Funds stand at \$25,771.59 in the club account, with \$20,234.26 on term deposit and \$23,000 in the National Account, total funds \$69,719.71. A quarterly report will be published in the next magazine.

Editor: The next issue of Tread will be late due to Easter. There are 12 cars going to the Cootamundra Sprints, organised by Jeff Breen.

Social Secretary: Next event will be the Riverboat Postman Cruise. We have filled the smaller boat except for two places, and so any more people will result in them putting on the larger vessel.

Kurri Kurri Festival will be a bit different this year. We will not be part of the display, but there is plenty to do. The run will depart from 'Pie In The Sky' at Cowan at 8 for 8.30am departure. Lunch will be at the Bowling Club, advise names to Geoff Batty.

The Cootamundra Sprint is on the same weekend.

Run to Warragamba Dam has been delayed till June, so a run to North Fort and the Quarantine Station is planned for 11th April.

May 1st is the National Day of Motoring with a run to Berry and lunch at the Australia Hotel. July will be Donald Healeys birthday and Christmas in July at the Carrington, Katoomba on Sunday 18th.

August will be the Pinkstone observation run.

Geoff is hoping to organise some midweek events such as whale watching. Still waiting for conformation on Eurofest in Newcastle.

Hunter Group: No report

Point Score: James ran through the ways to get points for the competition, including attending events, contributing to Tread and organising runs.

Vehicle Registrar, Membership CMC: About 60 members have not renewed! A \$20 late fee applies after March.

15th August will be the Shannons Display day. We have 25 tickets to sell.

The TR4 will have pride of place to celebrate its 60th anniversary.

Last Sundays Coffee and Cars at St Ives was hugely popular with an estimate of 300 cars attending.

Coffee and Cake: 31st March at Eden Gardens, North Ryde. 20 people attended the last event.

Ecurie Sports car racing: Geoff Byrnes away in Victoria and having alternator issues!

Regalia: Folding tables available to order at \$65 each.

Webmaster: Eric Hanich has volunteered to undertake this role. The calendar on the website is continually being updated, you can link using Google Calendar.

General Business: Peter Wards reported on a fire in his kitchen. They were alerted by the smoke alarm, otherwise a lot more damage could have occurred Highly recommended attention to smoke alarm batteries!

We have four Triumph coffee cups for auction, bids to Lorraine.

Roger Gates had some old magazines (free) and Laurie reported on an artist in Milthorpe who will draw your car for \$250 and then apply the image to various merchandise.

There followed a talk by John Stokes on the Stag, which was very interesting and informative.

Meeting closed at 9.09pm.

Next General Meeting to be at this location on Tuesday 13th April at 7:30 pm.

Please advise Lorraine if wishing to attend. 9652 0664 / 0410 468 663

Hunter Happenings

TSOA Hunter Area Meeting 02 March 2021

Present:

David Walshe, David Hynes, Michael Debono, Rick Schmalder, Rob Guyder, Bryan Mclean, Graham Paterson, Steve McGill, Michael O'Brien, Bruce Milner

Apologies:

Chris Lancaste, Alan Watson, Barry Prasi, John Derrick, Michael Markey, Chris Johnson, Terry Burns, Rowan Burns, Ian Lovi, Wayne Wheaton, Doug Brodie, Damien Whittaker, Daniel Herringe

Events on the horizon:

Kurri Kurri Festival 28 - 29 March 2021

General Meeting Club Macquarie 6.30pm Tuesday 6 April 2021 Please text your attendance to David Hynes on 0418761487 by 12pm the Monday beforehand.

General Business:

David Hynes opened the meeting confounding the members with a picture of a very unusual car. No one correctly identified the vehicle but it was a Gatford Gatso from Holland in 1948.

David mentioned the Kurri Kurri Festival which has proved popular with Sydney members, this year running on the 28 - 29 March 2021. All the car spaces are taken up with 100 vehicles on display on the Sunday at the nearby football field.

David Walshe is coordinating participants in a car display at the Richmond Vale Railway Museum on the 11 April 2021. David will be advising details as it approaches but members are advised that it will be a 9am to 3.30pm commitment if you wish to display your car. Watch out for David's email.

Rob Guyder has downloaded the TSOA calendar to his phone and recommends it as it is updated automatically.

Graham Paterson visited Michael Debono and enjoyed having a look at his cars and other vintage items. Thanks Graham for the visit.

Bryan Mclean attended a coffee n cake event arranged by Ian Lovi.

Rick Schmalder updated members on his 1960 Clinker Boat he is working on. A very handsome craft, well done Rick. He also handed around a rattling spark plug which was causing non performance of a Whipper Snipper. The take home is to shake a spark plug before fitting to see there's no rattle of a detached insulator.

Michael Debono recently bought a 2009 Kia Rio, a bargain from his friend Steven whom bought the unregistered, forgotten vehicle from a person's front yard. Michael fitted new radiator hoses, replaced all fluids and blue slipped it to registration. He cautiously drove to Melbourne last week to deliver it to his delighted daughter.

Steve McGill enjoyed a Coffee n Cake run recently. The writer adds that Ian Lovi has done well in kicking these events off. Members look forward to future events that Ian will devise.

Bruce Milner has had a reconditioned diff fitted to his Stag by Dave Clarke. There is a run in period that Bruce is sticking to assiduously. Bruce is also very keen on Maguires Car Wax and encourages members to look at their range.

David Walshe has bought a transmission cover from Western Australia and was pleased that the freight was only \$18 making this supplier one to watch. He plans to remove his TR6 gearbox to repair the synchro on third gear. He also plans to install a thermatic fan and is interested what his best option is.

Michael O'Brien attended a Coffee n Cake in his TR8 and enjoyed it greatly.

David Hynes recently attended Rowan's place to see the amazing TR3 restoration.

Wayne Wheaton is shortly to have an auto electrician look at his Spitfire. He is also having the body elevated to remedy some spacers that have not been correctly fitted as the transmission tunnel was bearing some body weight.

Graham Paterson had nothing Triumph to report as his son's panel shop has been busy with other work besides his TR4A.

David Hynes and Judy Hynes attended the Grey Gums Cafe on the Putty Road.

Ken Peters is in the throes of converting his TR7 from a club race car to a sensible road car. He was marveling at the 100 kg weight saving removing the heavy bumpers. Ken, mentioned the extensive resources of the library and that it is no problem to have individual pages scanned and sent to members.

John Derrick has successfully transported his GT6 from Queensland to his home at Belmont. He is now preparing it for registration.

Lorraine is doing the same as Ken, but in her case to her beloved Dolomite which was set up for Super Sprint. She looks forward to reasonable camber. Readers are reminded that Lorraine has taken this vehicle to Perth and Adelaide for the Nationals.

Barry Prasil is hearing some unwelcome grinding sounds from the independent rear of his Lexus Stag. He has an hypothesis and we look forward to his finding.

Chris Lancaster had his TR3A recently start instantly, having been left some time due to the weather. His FJ Holden is running well.

Rob Guyder has little to report apart from being on call during the school holiday period. A noble and privileged task Rob.

Rick Schmalzer reports that he and Bryan recently attended an eatery called 8 at Trinity Point and put it forward as a suitable club run venue. He also is modifying the front of a Hyundai I30 to permit it to enter a garage. Members

are picturing the air dam's high impact plastic being cut with a Spear and Jackson wood saw.

Rowan has received parcels of Lovely goods from Britain for his TR3. His engine is currently with Price Engines and the wring loom is expected in April.

David Walshe reports a coffee with Louise turned into a 120 km drive in his TR6 recently. He also mentions that his former Dolomite is being restored and not hillclimbing as previously planned by its new owner.

Michael O'Brien had nothing to report other than the RMS having a great lack of knowledge in relation to classic cars being brought into NSW. Their recordkeeping is questionable.

Bryan Mclean reports perfection from his NC MX5.

Steve McGill has had ladder racks removed from his Subaru Brumby and a rough finish epoxy applied to its tray.

Terry Burns has been driving hood up in the TR4A as he prepares to move to Bolton Point. The move has appraised him of just how many parts he has for Triumphs.

Ian Lovi has been doing some Herald work converting to a diaphragm clutch. He also mentioned the RMS as having no deciphering between Fiat tractors and Fiat cars.

Michael Debono has just purchased a freshly painted 1968 MGB without an engine. Michael has an engine in the rusty MGB.

Alan Watson has been on a few short holidays and is looking forward to participating more. He is watching developments with Steamfest and the Richmond Vale Railway.

STOP PRESS Member, Terry Burns has become aware of a Austin Healey Sprite Mk 2A for sale. Apparently, it is a concourse standard vehicle and is being sold by Darryl Walker on 0403445504 The writer adds that the 2A is a MG Midget rebadge and not a Bugeye or Frogeye Sprite,

. Two antennas met on a roof, fell in love and got married.
The ceremony wasn't much, but the reception was excellent.

A jumper cable walks into a bar. The bartender says,
"I'll serve you, but don't start anything."

Triumph Sports Owner's Association (Ecurie Triumph) of Australia (NSW Branch) Inc

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

**Life Members – Ray Cook, Neil Fraser, Roger Gates, Ken Hannaford
Graeme Laurie, Grant Turnbull, Graham White, Geoff Byrne**

CLUB COMMITTEE

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	Brett Gilles	0410 511 630	brettgil@inet.net.au
CMC – Council of Motor Clubs	Norbert Nieuwenhuizen	0415 207 748	norbertvdn@gmail.com
All British - Association of British Car Clubs	Craig Sankey	0417 286 903	sankey.cj@gmail.com

Note: These club positions are all honorary and are carried out by private individuals in their spare time. Please contact them at sensible times only and accept that they may prefer to call you back at a time more convenient to them. All phone numbers and email addresses listed are private addresses.

OFFICE BEARERS

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Triumph Saloon Racing Captain	TBC		
Webmaster	TBA		
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TRead Distribution Officer	Allan Wright	9451 0165	allan-renate@inet.net.au

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TR4/4A	Bob Slender	0407 284 548	Bruce North	4297 4917
TR5/6	Geoff Byrne	0418 409 170	Ernie Schmitt	9521 3631
TR7	Grant Turnbull	4627 0500		
TR8	Peter Yeend	0433 559 216		
Spitfire	John Whittaker	0425 371 640	Craig Sankey	0417 286 903
GT6	Geoff Byrne	0418 409 170		
Stag	Lindsay Day	9939 2863	John Stokes	0433 826 880
Herald & Vitesse	Tim McGurk	0413 227 455		
Saloons	Mal McFarlane	9790 2332		
Dolomite	Howard Glinn	0409 600 078		

1. General Meetings are held at 7:30 pm on the 2nd Tuesday of the month at the Carlingford Bowling Club.
2. Coffee 'n' Cake is held from 10:30am on the last Wednesday of each month at varying locations.
3. Committee Meetings are held each monthly, usually the Monday following the general Meeting.

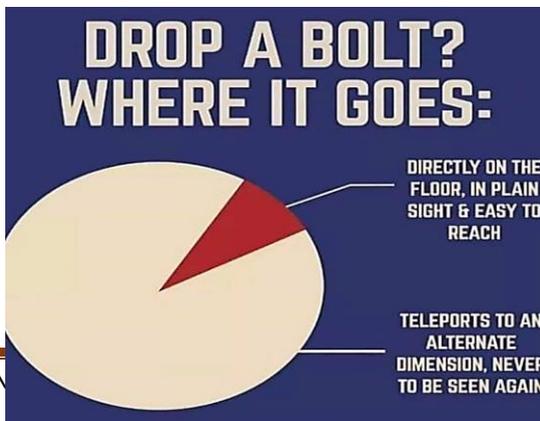
<p>MAGAZINE ADVERTISING – Contact Editor</p> <p>Classifieds: Two issues Up to 5 lines. Photo/s at editor’s discretion Free to members; non- members, \$10</p>	<p>Display ads: Yearly rates, 11 issues. Full page (130x180) \$450, Half page \$225 (130x90) Quarter page (65x90) \$125 / \$60 to members.</p>
<p><i>Advertisers receive 11 complimentary issues of the magazine except members 'quarter page advertisers who receive the magazine as part of their membership only.</i></p>	
<p>CLUBMAN POINTS FOR MAGAZINE ARTICLES</p> <p>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.</p> <p>Deadline for articles/photos is the 25th of each month (unless otherwise highlighted elsewhere).</p>	

Where no email address is listed feel free to use tsoansw@hotmail.com and your correspondence will be forwarded to the addressee by the secretary.

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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TSOA NSW EVENTS CALENDAR

(as at 25 March 2021)



Notes:

Attendance must be pre-booked with the organiser.

Hunter Group Events - check in via Alan Watson.

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

Details are listed in 'Coming Up Trumps'

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

Events marked () are Clubman Points events.*

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

APRIL

- Tues 06 Hunter General Meeting* - Alan Watson – 0418 662 114
- Wed 07 TR Register Coffee and Cake – John McCormack – 0413 312 134
- Sun 11 Social Run* - Quarantine Station Visit – Geoff Batty – 0428 242 597
- Tues 13 Sydney General Meeting*(TBA) - Lorraine Mooring – 9652 0664 / 0410 468 663
- Sun 18 CSCA Super Sprint* - Round 2 – Marulan – Glen Coutinho – 0418 640 188
- Mon 19 Committee meeting – LM – (TBC)
- Wed 21 Hunter Gp Coffee and Cake – Tinto Cafe 10am – Ian Lovi – 0428 396 849
- Wed 28 Coffee and Cake – Keith Higgins – 0409 656 577

MAY

- TBA Euro Motorfest Newcastle (TBC) – Alan Watson – 0418 662 114
- Sun 01 National Day of Motoring* - Run to Berry – Geoff Batty 0428 242 597
- Tues 04 Hunter General Meeting – Alan Watson – 0418 662 114
- Wed 05 TR Register Coffee and Cake – John McCormack – 0413 312 134
- Sat 08 CSCA Super Sprint*- Round 3 SMSP South Circuit Night Event – Glen 0418 640 188

- Tues 11 Sydney General Meeting*(TBA) – Lorraine Mooring –
9652 0664 / 0410 468 663
- Sun 16 National Day of Motoring* (TBC) - Berry - Geoff Batty –
0428 242 597
- Mon 17 Committee meeting – LM – (TBC)
- Wed 26 Coffee and Cake – Keith Higgins – 0409 656 577

JUNE

- Tues 01 Hunter general Meeting* - Alan Watson – 0418 662 114
- Wed 02 TR Register Coffee and Cake – John McCormack –
0413 312 134
- Tues 08 General Meeting* (TBA) – Lorraine Mooring –
9652 0664 / 0410 468 663
- Sat 12/13 Ecurie Triumph* SMSP – Geoff Byrne – 0418 409 170
- Mon 14 Committee meeting – LM – (TBC)
- Sun 20 Social Run* - Warragamba Dam Visit – Geoff Batty –
0428 242 597
- Wed 30 Coffee and Cake – Keith Higgins – 0409 656 577

JULY

- Tues 06 Hunter General Meeting* - Alan Watson – 0418 662 114
- Wed 07 TR Register Coffee and Cake – John McCormack –
0413 312 134
- Sun 11 Social Run* Donald Healey's Birthday (TBA) – Geoff Batty –
0428 242 597
- Tues 13 Sydney General Meeting* (TBA) – Lorraine Mooring –
9652 0664 / 0410 468 663
- Sat 17 CSCA Super Sprint*- Round 4 – Marulan – Glen Coutinho –
0418 640 188
- Sun 18 Xmas in July* - Katoomba – Geoff Batty – 0428 242 597
- Mon 19 Committee meeting – LM – (TBC)
- Sun 18 Social Run* Xmas in July, Carrington Katoomba (TBC) –
Geoff Batty – 0428 242 597
- Wed 28 Coffee and Cake – Keith Higgins – 0409 656 577

A man walks into a bar with a slab of asphalt under his arm
and says: "A beer please, and one for the road."

CLASSIFIEDS

FREE

TR7 wheels

- 4 bare rims and 4 rims with tyres. The 4 with tyres have good tread but have been stored in the garage for ten years.
- Need to go to a new home or they will end up as scrap metal.

Call Ken 0417 676 199 or kenp7@bigpond.com

WANTED

Rims for 1971 TR6

- Standard Steel Rims
- Chrome Dress Rings
- Hub Caps + Springs
- Wheel Nuts + Studs

Contact Paul 0412 233 846 or huts2u@gmail.com

FOR SALE:

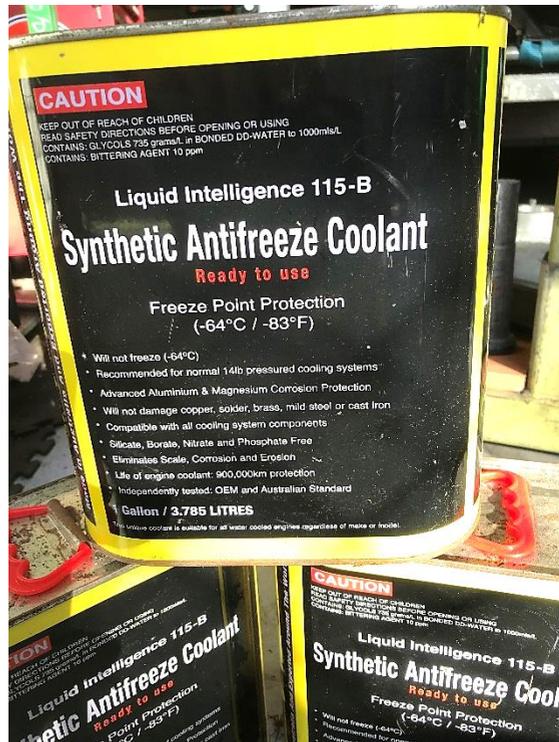
- Brembo rotors (pair)
for a TR7 \$200
drilled and grooved.

Contact: David Bruton MOB:
0412 602 782 or
dbruton@optusbet.com.au

FOR SALE:

- LIQUID INTELLIGENCE waterless coolant. three cans all un opened /unused , each 1 gallon/ 3.8 litre
- \$250 for three .

Contact:
Geoff Byrne 0418 409 170



FOR SALE:

- **1968 Triumph TR5.... \$110,000 ono**



- Immaculate 1968 TR5 White in excellent condition –
- 4 Speed manual with overdrive, 2500cc 6 cylinder fuel injection CP 2581 E VIN CP 2455 0.
- Has full Surry Roof, Mini Lite wheels on car, (wire wheels go with vehicle)
- Odometer : 50,324 miles
- Location : Narrabeen, NSW, Australia

**Contact: WAYNE HALLETT 0413 833 313 or
ALLAN WRIGHT 02-9451-0165**



NATIONAL MOTORING HERITAGE DAY

Sunday 16th May 2021

Berry Showground, Berry, NSW

7.00am-2.00pm

Theme – Aussie Assembled Vehicles

A Tribute to Australia's Motoring Heritage

Displays of Vintage, Historic & Classic Vehicles & Bikes
- all Ages & Marques Welcome



Berry

Entry

Vehicle \$5.00

Spectators \$2.00

Children Under 12 Free

Judging

9.00am – 12noon

Enquiries & Registration

Email – davidamullinger@gmail.com

Mobile 0417 671 107

Car Clubs and Private Entries
must be received by 8th May

Hosted by Shoalhaven Historic Vehicle Club Inc.

Supported by Council of Motor Clubs NSW

Shops, Restaurants, Accommodation, & Wineries – Make it a weekend in Berry