



TRead

December 2020 / January 2021



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

www.tsoansw.org.au



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<https://www.bizcollection.com.au/product/au/p227ls/> (Ladies shirt \$32)

TSOA President's Annual Report

December 2020

Neville Bowden



TSOA Members

As always, I would like to start by thanking our entire membership for the support you have given the club over the last year. There are of course those who give so much extra to ensure everything runs smoothly for you, the general membership. I speak not just of our hard-working committee, but also of all the willing volunteers that have assisted with the running of our club throughout the year.

This has been a difficult year for TSOA, with the dreaded COVID-19 imposing so many restrictions on our activities. We have managed to hold six general meetings this year and we are hopeful that 2021 will see some relief from COVID enabling a full round of monthly meetings and a return to normal social and motoring activities.

I sincerely thank our Editor, Jeff Breen, for maintaining a high standard with our *TRead* magazine and for keeping us informed and connected throughout the year. Jeff has also continued to build on the website library of past issues of *TRead*.

Geoff Batty has managed to pull together a number of social runs, while Keith Higgins has been persistent in finding Coffee and Cake venues, giving us the opportunity to catch up with each other.

Attendances at our general meetings and social events has fallen this year, as you would expect. However, before the COVID effect we were averaging attendances in the high forties at our general meetings.

Glen Coutinho and Ken Peters worked with Terry Denovan to get our CSCA round over the line in September, albeit with no spectators allowed.

There were many planned events this year that unfortunately had to be cancelled. The list included a 60th Anniversary Celebration, our Port Stephens National Meeting, our Concours at the Kings School and the **Shannon's** Display Day at Sydney Motorsport Park.

TSOA is now in a financially secure position, which is thanks to Lorraine Mooring and the ongoing reviews and decisions of your committee. We were able to qualify for a \$1000 grant through Motorsport Australia from the Department of Sport and Recreation which also helped our bottom line.

This is how our membership has changed over the last 6 years

	2015	2016	2017	2018	2019	2020
Life Members	8	8	8	8	8	8
Full Members	214	199	220	230	238	249
Family Members	71	63	62	58	52	44
Social Members	17	17	17	18	17	14
Total	310	287	307	314	315	315

As you can see, the number of full members continues to increase although family and social members are in decline.

Again, I thank you for your support throughout the year

Nev Bowden
President
Triumph Sports Owners Association
(Ecurie Triumph) NSW

From the Editor

Jeff Breen

Well here we are finally reaching December of a what has been a very unusual year. We are commencing to see optimism around anti bodies and inoculations, and we are starting to see a return to monthly meetings, more frequent social activities and hopefully more motorsport.

I was intending to include here a detailed commentary on the several articles and photographs included in this our last magazine for 2020. Unfortunately though I have run out of both time and space to do that so I will have to leave it to you to explore the magazine. I trust that you will agree with me that **this month's** edition is a bumper effort and that it will offer to members a **'good Christmas read'**.

It has been a difficult year in which to produce *TRead* and there are many members whom I would want to acknowledge individually for the invaluable assistance and donated content material. To name a few however would run the risk of not naming all who deserve it, **I will simply say 'thank you everybody'**.

Jude and I wish members good health and a prosperous 2021.
Ed.

Club Notice Board

The December General Meeting will commence at 7:30pm Tuesday 08 December at The Carlingford Bowling Club, 334 Pennant Hills Road, Carlingford.

The meeting will be limited to 50 people on the evening and so pre-registration will be necessary.

If you are intending to be there for this much longed for event, please confirm your intent in advance to either Nev Bowden 0419 004 283 or Laurie Bromley 0411 372 619.

The 60th Annual General Meeting of the Triumph Sports Owners Association (NSW) will be held:

- On Tuesday 08 December 2020
- Following the close of the monthly General Meeting which will commence at 7:30 pm.
- At Carlingford Bowling Sports and Recreation Club, 334 Pennant Hills Rd. Carlingford.



AGM Agenda:

1. Apologies
2. Acceptance, Minutes of the 59th AGM
3. **President's Annual Report**
4. Election of Committee members for 2021
5. General Business

Front cover : TSOA member's cars at Australian Motorlife Museum, Kembla Grange. Photo: Owen Sinden

MINUTES OF THE 59th ANNUAL GENERAL MEETING OF TSOA NSW (ECURIE TRIUMPH) SYDNEY BRANCH Inc.

Held on Tuesday 8th October 2019 at Carlingford Bowling, Sports and Recreation Club Carlingford.

Chair: John Whittaker

Minutes: Guy Langford

Returning Officer: Laurie Bromley

Meeting commenced at 8:51 pm

1. Apologies deemed as received at the preceding General Meeting.
2. The Chair welcomed everyone to the 59th AGM.
3. The minutes of the 58th AGM were presented to the meeting. Approval proposed by Peter Wards, seconded by Allan Wright, Approved by the meeting (vote carried).
4. The President delivered a report from the 2018/2019 season and thanked the entire membership for their support over the current year. Thanking the committee members for their efforts, and also thanked the un-named members who stepped up in times of need and assisted the club throughout the year, including the following:
 - a. The electronic *TRead* / New Constitution, which were significant rewards for many long hours by many people.
 - b. The icing on the cake being when TSOA(NSW) was awarded **the "Best Display" at the All British at Kings in 2019.**
 - c. Credit card facilities were removed, as a cost cutting measure.
 - d. The *TRead* is being well received by members; the electronic version is also assisting in reducing postage cost to the association.
 - e. There is also a project to get 20 years of *TRead* on the website.
 - f. The FY was re-aligned to the standard FY this year, in line with the requirements of the association.
 - g. In 2019 CSCA turned a profit.
 - h. 1500 emails were sent out this year to members.
 - i. Social activities were many and varied this year, with members suggestions sought and incorporated, #1 was the All British and Kings School, with #2 being the Barefoot Bowls., 7 events through the year with good numbers.
 - j. Clubman social events were well attended, with average of 25 per event.
 - k. Membership is as strong as ever at 315 in total for 2019.
 - l. Nationals for 2020 well under way for planning purposes.
 - m. The introduction of the HSV and CSV plates has now been made permanent, with 110 HSV and 11 SCSV plates in the club.

- n. Roll Racing/ CSCA and Ecurie racing will continue to be offered as racing through the club.
5. The President declared all committee positions for 2019 vacant.
 6. The following nominees for 2019 were nominated, and seconded therefore declared as elected:
President: Neville Bowden
Vice Pres. John Stokes
Secretary: Tony Zorzo
Treasurer: Lorraine Mooring (also Vehicle Registrar)
Competition Secretary: Glen Coutinho/Ken Peters
Membership and Concessional Registration Officer: Norbert Nieuwenhuizen
Point Score Officer: James Rose
Social Coordinator: Geoff Batty
Editor: Jeff Breen
 7. The Chair declared all committee positions for 2019 filled.
 8. Meeting vote of thanks to all nominees for committing to positions in 2019.

Meeting closed at 9.05 pm

The following nominations have been received for these positions on the 2021 TSOA Committee:

President:	Lorraine Mooring
Vice President:	John Stokes
Secretary:	John Whittaker
Treasurer:	Laurie Bromley
Motorsport Director:	Glen Coutinho
Social Secretary:	Geoff Batty
Point Score:	James Rose
Membership Officer:	Norbert Nieuwenhuizen
Magazine Editor:	Jeff Breen



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New Members and Concessional Registration Schemes

Hi all members,

It is getting to that time of the year again (boy time sure does fly!), it is time to renew your club membership as **last year's** memberships will expire on 31st December. So please get in early and renew. Please do not leave it until the last minute as the time will get away very quickly.

For those members who have their cars on concessional registration it is critical to renew club membership by the due date of 31st December, because if you have not done so before the 1st January 2021 then your car is not legally registered on public roads until the club fees are paid. This will also have an effect on your third party and comprehensive insurance.

The club does consider a discretionary grace period for membership renewals, however the RMS does not. Members will be aware that the concessional registration and 60-day log book scheme is very economical for classic cars like ours, so please keep your club membership up to date and get in early to avoid any unnecessary complications.

Membership fees for 2021 are to be the same as for last year - \$60 for full membership, \$25 for family membership, and if you wish to receive a hard copy of the *TRead* magazine then that is another \$25. Note that the \$60 full membership already includes an electronic copy *TRead* which is emailed to members each month (excluding January).



Membership renewal forms are available from the TSOA website, members are requested to fully complete a membership application form for each proposed member.

Cheers Norbert

Following receipt of a detailed application form and renewal, each full member will receive a 60th Anniversary windscreen sticker (left) for proud display on your Triumph.

We have 6 new members to welcome to the club this month

- Darcy Joass with a 2500S



- Andrew Skinner with a Stag
- Paul Alice has this Dolomite Sprint



- Ken Barnett also with a Dolomite Sprint ,
- Grant Roswell with this bright red TR4, and
- Neil Jackson who has bought this green TR6 which is yet to arrive on our roads from the USA.



If you have paid for a hard copy of the club magazine and are not receiving your copy then please drop me a line, or email, me to let me know ASAP, so that we might fix any problems with addresses that may have crept in.

If you are not receiving the digital version of the magazine, and this applies to all members that have supplied an email address, then please let me know about that as well because if there is a problem with changed email addresses etc. then we will update your addresses details.

Please let us know of any such problems ASAP.

“Merry Christmas and a very Happy New Year , we hope it is a better year than 2020, so roll on 2021 ”

Norbert Nieuwenhuizen

***Concessional Registration and Membership Officer
0415 207 748 or norbertdn@gmail.com***



TSOA's November General Meeting, the first in 7 months, was very well attended, are we heading back to normal?



VALE



Just to let everyone know we have lost an ex member.

Rod South passed away on Tuesday 10th November 2020 after a long struggle with a brain tumour.

Rod and Joan emigrated from South Africa in 2005 and arrived here with an immaculate TR3A and TR6 and made their home on the Central Coast. They joined TSOA in 2006 and enjoyed many years of activities, social runs and a few Nationals.

On leaving TSOA Rod became members of the All British Car Club on the Central Coast.

Rod's background was in Precision Bearings, he worked for SKF and then a Japanese Bearing Co. before retiring and moving out to Australia to be with their 2 daughters.

Due to the current COVID-19 restrictions only a small band of members were able to attend the funeral - Allan Wright and Renata, Jim Pope and Peter and Barbara Yeend. Also attending were members of the Central Coast Car Club.



Rod will be sadly missed by his wife Joan, 2 daughters and husbands, 4 grandchildren and by those who knew him.

He was an exceptional man, **a great friend and a "1 off"**, Rod was one of the quintessential quiet achievers.

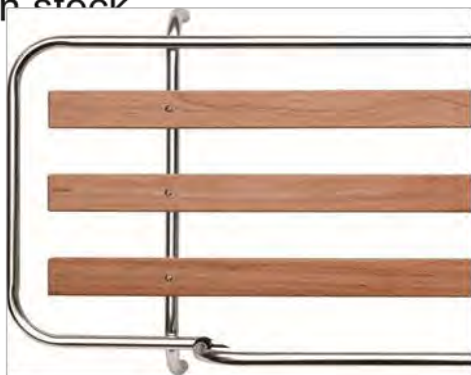
Alan Wright and Peter Yeend.



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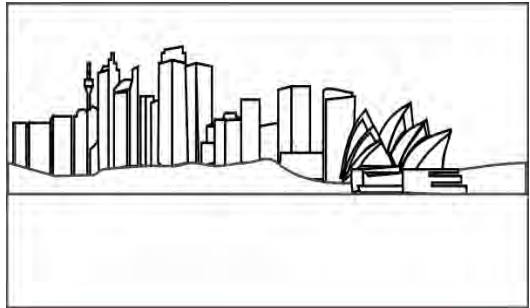
Coming Up Trumps



Saturday 05 December
TSOA Christmas Party
The Epping Club,
Rawson Avenue Epping.
Geoff Batty: 0428 242 597
Email: geoffrbatty@gmail.com

Tuesday 08 December
Monthly General Meeting, and
60th Annual General Meeting
Carlingford Bowling Club, 334 Pennant Hills Road Carlingford

Wednesday 30
December
City Lights picnic at
Charles Point Reserve,
Woolwich,
Details on following pages



Sunday 24 January 2021
Barefoot Bowls details TBA



Sunday 07 February 2021

Drive your Triumph Day
(remembering Sir John Black)
Details on following pages





TSOA(NSW) Social Event
City Lights Picnic
Clarks Point Reserve, Clarke Rd.
Woolwich

Date; Wednesday 30th December 2020
Time: From 5:00 pm
BYO: Food, drinks, chairs

RSVP: Geoff Batty 0428 242 597
Email:geoffrbatty@gmail.com



DRIVE YOUR TRIUMPH DAY

(remembering Sir John Black)

Sunday February 7th 2021

Meet at Richmond
Common Information
Centre (opposite the
RAAF base) 10 am
for 10:15 start

First stop will be via a very scenic drive to the beautiful Colo Riverside Café for a late breakfast or that absolutely necessary coffee. Then into overdrive for the superb drive to Grey Gums Café for lunch. Triumphs were designed for this road The Putty Road is now one of the last great enjoyable Sunday drives



This event is a national event. Pre CORONA all clubs had a run on, or around, that date and because of the dreaded virus we had had to cancel 2020.

Please let me know if you are coming as I will try to book and reserve tables
keith@aodustralia.com

Motorsport

Ken Peters and Glen Coutinho



CSCA Supersprints 2021

This is the proposed CSCA schedule for 2021. The three highlighted are the possible MG options. We do not believe that anything is totally locked in at this stage but these should be the final dates for 2021, that is other than for MGSyd.

2021

6 Feb	MGSyd Pheasant Wood (Marulan)
28 March	Lotus, Wakefield Park
17 or 18 April	MGSyd Pheasant Wood (Marulan)
8 May	Sprite SMSP South Circuit ((evening event)
17 July	MGN Pheasant Wood (Marulan)
14 August	Morgan SMSP Gardner GP Circuit
18 September	Triumph Wakefield Park
31 October	Jaguar SMSP North Circuit (Druitt)
13 November	MGSyd SMSP North Curcuit (Druitt)

As noted above there are still some issues to be resolved by CSCA including:

- 13 November – SMSP North again 2 weeks later?
- Marulan dates - In 2018, without the economic impact of COVID, it was evident that 3 rounds in 6 weeks was not ideal. Three rounds from 28 March to 8 May in current economic climate?
- This leaves the Feb date at Marulan but that is the rescheduled Targa High Country date?

We will keep you advised and confirm details as and when they come through from CSCA

Ken & Glen

ECURIE TRIUMPH REPORT FOR 2020

Geoff Byrne

COVID-19 certainly put a spike in motor racing activities for the year. We were lucky to get in Phillip Island in March just before dangerous Dan shut the place down. The HSRCA April meeting went ahead with reduced participation and restrictions on spectators. Many interstate meetings were either cancelled, postponed or restricted to local entrants only. The HSRCA Wakefield Park meeting was postponed from the end of August to the end of October, and was held on the weekend 31/10 - 1/11.

Wakefield Park Report

On the drive down on the Friday before we were pleased to see the effects of the recent heavy rains on the farm country around Goulburn. With lush green pasture as far as you could see.

The weekend weather forecast for Wakefield that weekend was wet, wet wet! Saturday dawned to a grey overcast dreary day with dark clouds threatening rain. We were not to be disappointed. It bucketed down and the track became awash with rivers of water. There were three Triumphs entered in Groups S racing with the 2 TR6s of Tony Dains and myself plus **Andrew Gibson's** TR3A. Mark McConnell was running his new GT6 in Regularity and Robert Saunders was running his TR7 V8 in the Supersprint.

All three Ecurie drivers qualified on Saturday morning on a very wet track with Geoff being the fastest. The first race in the mid afternoon was held with light rain falling and rivers of water to safely navigate. Tony decided it was too dangerous to risk his TR6 as it was up for sale, so he retired to the motel. Geoff finished 10 and Andrew 13. On Sunday the weather cleared but the rivers across the track did not until late in the day. Group S had three races in which Tony was the first Triumph home in all three after Geoff and Andrew had a couple of spins in the tricky conditions.

Mark was very happy to get down to a 1:18 in the GT6 while struggling with a rear end vibration problem which was discovered to be due to shot bushes on the radius arms. Robert in the TR7V8 ran in qualifying but did not appear again, not sure why.

SMSP Report 28-29 November

From one extreme to the other. The weekend promised very hot weather which did result in record temperatures. My cousin Mike and his wife Sue had come up from Melbourne, taking advantage of their release from lockdown for the week, to join me racing his Lotus. Tony Dains and I entered our TR6s however Andrew Gibson decided to withdraw due to the COVID risk and recognizing his medical responsibilities.

Friday practice with temperatures in high twenties went well and we all prepared for increasing temperatures for Saturday and Sunday. Saturday practice late morning in rising temperatures was not kind to the TR6s, both suffering in the heat with poor times with Tony qualifying 25 and Geoff 26. With a troublesome gearbox and the blistering heat after lunch, Tony decided to sit the race out. With the heat effecting all cars and tyre temperatures elevated, Geoff finished 17. Tony made the decision to take the TR home and fit a new gearbox for the next day's 22 lap endure.

Sunday dawned with low cloud cover which had kept the temperatures high overnight, they were to rise to brutally hot conditions by lunch. The conditions had taken its toll on volunteer race officials and there were not enough flag marshals to man the full circuit. A decision was made to move the racing to the shorter north circuit which necessitated that competitors be given a practice session. This delayed the start of our scheduled first up 22 lap race to the hottest part of the day. Both Tony and I started beside each other on the grid but our race was not to be with Tony pulling out on lap 13 due to overheating engine and Geoff on 16 with a blown head gasket, joining the large group of DNFs. Tony stayed to compete in the afternoon race which was down to only 7 starters with him finishing 6.

Tony currently has his car up for sale. This is a well prepared, very quick car and would make a great super sprint and track car, and very is well priced.

The result of the Ecurie Triumph Point Score for the year 2020 is Geoff Byrne 92, Tony Dains 65, Andrew Gibson 42, and Graeme Rutledge 12.





Tony Dains TR6
Wakefield Park



Andrew Gibson TR3A
Phillip Island

Mark McConnell GT6
Wakefield Park



Geoff Byrne TR6
Phillip Island

Ecurie Triumph



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Coffee 'n' Cake + Lunch

Keith and Merran Higgins



Wed 25th October

Coffee @Waterview Café Bicentennial Park

Sorry for the late report but time got away from me this month. Although there were only 13 we once again enjoyed a very laid back morning catching up and exchanging information. I think some members were heading off to Port Stephens to take advantage of the good accommodation offers that we had as a result of the Nationals booking. It is just so good getting back slowly to our normal routine . I would also like to offer our visitor John Cunningham, with his TR6, a very warm welcome and look forward to seeing him at future events . (That is Lorraine in the front in case you don't recognise the back of her head)



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*Wed 25th November
Coffee @ Kurrajong Village Kitchen,
& Lunch @ Colo River Café*

The highlight of the day was Helen and Graham Harrold celebrating their 53rd Wedding Anniversary and they chose to do it with their friends from TSOA and on behalf of all that were there "thank you for the privilege ". I am sure everybody is joining in at wishing them all the best.



Great company, great coffee and another very enjoyable Coffee 'n' Cake.

The plan was to head off down via a very scenic route to the Colo Riverside Café for lunch, and an enjoyable drive it was. We managed to occupy two tables, however there was one couple who arrived a little late so they were banished to share a table by themselves



It was a great day but all good things must end and eventually we had to leave the tranquillity and head off home. Just a great way to spend a day no place I would rather be.

Next year's planning is underway so we can look forward towards a less constricted (perhaps?) 2021 schedule and enjoy a COVID free year.

Keith

Social Report

Geoff Batty

15 November, Sunday:

Australian Motorlife Museum & Cataract Dam

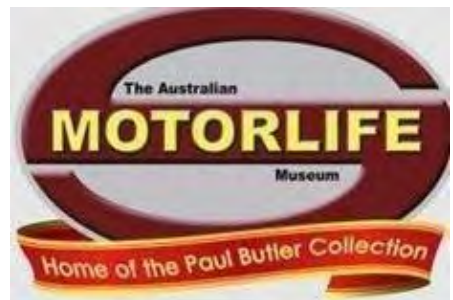
As 27 well presented TSOA members and their cars gathered at our regular meeting place at Heathcote for our run down south, you could see that other motoring enthusiasts were of a similar mind, the Caltex Servo was overflowing with old Zephyrs, motorbikes and our trusty Triumphs.

New member Owen Sinden turned up in his very smart and quick Morris Minor, as his Herald is still a work in progress. Allan and Renate had to do a last minute car swap as their TR decided to have an early morning hissy fit. It was also good to see Justin and Sue Carter in their red Stag who now have more time on their hands, and John and Denise Van Vorst in their Stag who have been conspicuous by their absence in recent times due to other commitments.

Our run to Kembla Grange & Cataract Dam via the Royal National Park at **Waterfall was popular with MAMIL's, classic cars** and bikers alike. Some motor bike riders seem to have little patience and a dangerous sense of how close they can get to other road users. Despite some close calls, we enjoyed a very scenic trip through the Park emerging at Otford to bright blue skies, sparkling waters and the lush greenery of the Illawarra escarpment stretching all the way to Wollongong. The next leg of the trip took us along the coast and over the Sea Cliff Bridge to the Bulli Pass and back up to the M1 and southwards to Kembla Grange.

Unfortunately, the long uphill run **exposed a minor glitch with Norbert's** Stag, which forced him to err on the side of caution and head home to diagnose the problem (solenoid in gearbox). As per usual a number of TSOA members stopped to lend assistance (& sympathy) I can report that Norbert made it home safely but with limited gears.

The Australian Motorlife Museum is run by volunteers and houses a very eclectic range of vehicles from the very earliest days of motoring along with heaps of memorabilia. There are also collections of typewriters, irons & telephone switchboards with a corner dedicated to Wayne Gardner. I particularly liked the old vans and pop tops which brought back memories of early family holidays (not always good memories ... no just joking). After a good browse and a catch up with Bruce North who met us there, our collective tummies began rumbling and our thoughts turned to



lunch. The drive back up the highway to the Appin Rd and the Cataract Dam was fast easy run.

The dam was the first built in Sydney, it was completed in 1907 and supplies water to Macarthur, the Illawarra, Wollondilly & parts of Sydney, it is part of the Upper Nepean catchment system. Its Tudor style architecture and period style houses are a feature of the site.

We were able to find a number of shady areas with picnic shelters and **electric BBQ's** to suit all requirements with toilets not far away. Graham Harrold advised that he put his Bocce set in the new Volvo (???) just in case we needed some exercise. As it turned out the walk down to the Dam wall and back up again was a good workout so the Bocce Balls stayed in the car. The weather gods shined upon us once again and we all enjoyed another COVID safe TSOA event.

Attendees: Allan & Renate, Keith & Merran, John & Jennie, Graham & Helen, John & Denise, Justin & Sue, Richard & Mary, Owen, Norbert, Bev & Kev, Phil & Seiko, Nev & Lyn, Jeff & Judy, Mal Mac, Peter & Barb & Bruce N.

Cheers Geoff

What is the Triumph connection?

In amongst the very exotic cars on display at the Australian Motorlife Museum, Kembla Grange, which we visited on the 15th November, was a small inconspicuous Australian car, the Zeta Sports car (see below). This was a creation of Harold Lightburn, a South Australian engineer who **planned to build small inexpensive cars for a "second car" market which was developing in the 1960's. His company was based in the Adelaide suburb of Camden and was a manufacturer of hydraulic jacks and a well-known brand of small builders concrete mixers bearing his name.** The 65litre concrete mixers are still manufactured today but sadly not as much luck with the Zeta sedan or sports car. Production of Zetas commenced in 1963 and ceased in 1965, with fewer than 400 being produced. It was underpowered and whilst being of fibreglass construction, was no match for the then current Morris Mini-Minor and Hillman Imp then on the market.



So why, you ask, is this of interest to readers of *TRead* the Triumph car club magazine? What is the connection between the Zeta and Triumph vehicles of the **1960's????**

(The answer is on page36)



Drivers briefing before heading off to the Motorlife Museum

Some beautifully restored Ford Zephyrs were also out and about on this day.



Off we go ...



The Australian Motorlife Museum at Kembla Grange was a real surprise, well worth the visit.



One of ours ... John Whittaker's Stag



1934 Triumph Gloria



Riley RM Series



1929 Auburn 8-90



1904 Innes

1917 Dodge Brothers

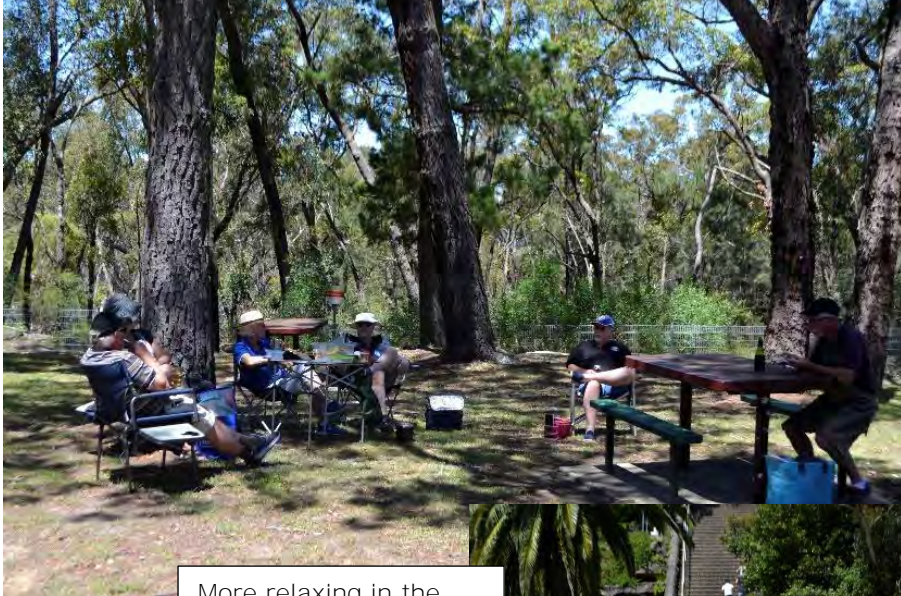


Cataract Dam
... full for a change.

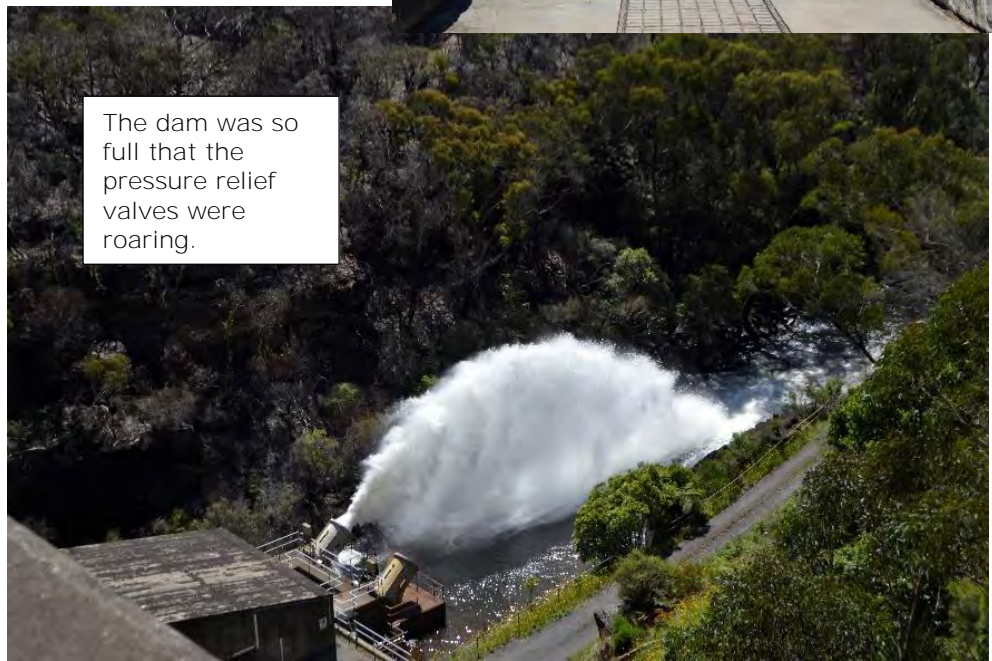


Circle the wagons and
social distancing all around
in the all important shade.





More relaxing in the shade before tackling the sight seeing and those bloody steps.



The dam was so full that the pressure relief valves were roaring.

The Adventures of Doris Doretti...

.....a true country Girl.



Mechanicals and wiring loom





Body preparation, undercoat and final paint





Final finish ... Chamonix White



"The Adventures of Doris Doretti

... a true country girl"

Glen and Sue Coutinho



Goulburn, NSW

Part 3

Doris was proving to be a very difficult girl indeed, the body work and chassis required a lot more work than previously thought. Sand blasting had exposed her numerous hidden faults and while all this was fixable it was costing time and money. We could have skimped on some of the work and **saved money as there were a lot of bits we could have gone "ok let's just leave it no one is going to see that bit"** but our goal was to have Doris better than when she left the factory floor. As such every panel that was **suspect or didn't look good was either repaired or a new piece fabricated by Darryl of Classic Car Restorations, back to "better than when new"**.

While Darryl was busy fabricating, panel beating and generally pulling his hair out in frustration, Terry Goodall was busy going about putting all those nice new pieces on the chassis together. All the necessary bits had now been acquired and delivered to Terry's place in Moruya. Decisions had to be made like what to do with the fuel tank, the original tank had some 60-70 years of built up gunk in the bottom and did not look the best, while fabricating a new tank was expensive it did look better and far outweighed the cost of cleaning & restoring the old tank.

The carburettors were another interesting piece of restoration, looking like they had been on the car forever and a day they needed attention. They were taken to a place called Midels. I can only say the work on the carburettors was pure mechanical art. Polished up, every screw, nut and bolt cleaned and/or replaced and overhauled. They looked like they had just come from the factory all shiny & new. The finished carburettors just looked fabulous.

Instruments were another item that needed attention as they all looked a bit faded and old. For this we were referred to a gentleman called Paul Hope of Norwest Instruments. A visit to his workshop situated at the back of his **house is a walk back in time with all the necessary gear to restore speedo's, tacho's oil gauge** and the like. Paul is a true tradesman from the old school, but I do wonder when these guys all retire or pass on who will do this type of work as these skills and knowledge are not being passed on?

While we were falling a bit behind in getting this project completed nature was about to push us back even further. Christmas was approaching and it

appeared that we would be behind by at least a month or two with minor issues related to the restoration. All the mechanical work was being done by Terry Goodall who lived in Moruya on the south coast. Terry's property was right in the middle of some bushland. It was January and bushfires were dominating the news when we received a phone call from Terry. Fires were approaching his property. He had evacuated all he could but the cars including Project Doris would have to remain behind in the shed. Everything that could be done to remove all flammable material from in and around the car had been done.

We toyed with the idea of rushing down to Moruya to pick the car up and **take her out of harm's way but by this time all roads into the south coast** had been closed, there was no way in and certainly no way out. We were in the hands of the gods. The bushfires did get very close to Terry's property, Terry and his son decided to stay and fight the flames, as it turned out, in **Terry's words, they could see the flames approaching his property but right** at the last moment the wind direction changed pushing the fires in the opposite direction. **Those fires went on to destroy Cobargo but Terry's** property had survived the disaster. Doris, **or to be more precise, Doris's** undercarriage, had survived but the project had now been pushed back even further. Once the danger had passed and February 2020 approached work on Doris's mechanicals once again commenced. By this time most of the work on the body had been completed but Darryl could not progress any further until he had the chassis to start assembling the body bits onto the chassis.

Finally, that call was received from Terry, "your car is ready to pick up, please come and get it". I think that Terry had grown to both love and hate Doris given the problems we had over the year. Excited and full of anticipation we drove down and for the first time we fired her up and heard the engine run. The bare chassis with all the mechanicals attached, all shiny and new she looked and sounded a treat. She was taken back to Sydney to start the job of assembly and while this all sounded simple enough there was still a lot of work to be done & issues to be sorted.

Part 4

The job of putting Doris together was a bit more difficult than anticipated, while we were not after perfection we were after an almost perfect car. To that end panel gaps had to be as close to perfect as possible, this meant panels had to fitted up, then removed, then fitted up again, then removed, then fitted up again and so on and so on until the panel gaps were perfect. In some cases, panels were removed and re fitted up to 6 times to get it right, long and tedious work.

Not everything went back the way it came off, when the body was reassembled onto the chassis the front appeared to be sitting a lot higher than the back, after much head scratching the issues was the way the front was attached to the chassis.

Then there were all the little bits & pieces that had been added on to the car over the years by the previous owner.

As there were only ever some 270 Swallows produced it is not always easy to determine what is original on the car or what is not. To that end the McEwan brothers were a wealth of **knowledge on Doretti's** and many phone **calls were made to the brothers to determine what is or isn't original on the car.** The aim was to make the car as original as possible. Simple things like **radiator ducting, there were pieces that just didn't seem to belong** or were added on to the car somewhere along the way, these were discarded, additional handles on the boot lid that were also something that the previous owner had added on, these were also removed.

Another issue that we encountered were tyres and rims. We had decided to go with chrome spokes over the original steel rims and had in the early stages purchased a set of 5.5-inch chromes to go on the car. Once assembled we wanted to make sure these fitted into the tyre wells properly and did not look out of place. The TR4 diff with a wider track that had been fitted to the car created a problem in that the tyres rims protruded too far past the guards, we did not want to flare the guards to accommodate the wider track as this would have made the car look more hot rod and a bit odd in appearance. By chance I had an old set of 4.5-inch spokes with rubber sitting in the garage, we tried these on the car and these fitted, and they looked a lot better than the 5.5-inch rims. After much deliberation it was decided to ditch the 5.5-inch rims and go for a set of chrome 4.5-inch spokes instead.

While all this was happening, panels were being assembled onto the chassis, bit by bit Doris was starting to look like a car again. Darryl happened to be doing a professional photo shoot on another car, when done they decided to roll out Doris in all her bare metal glory and photograph her. I have to say she looked terrific & I was almost convinced to leave her looking just that way, but common sense prevailed. *(This photo is so good I just had to present it in full colour, take a look at the back cover page. Ed)*

Then came the photos of Doris, fully assembled minus the interior, first in her undercoat then wearing her final colours of Chamonix White, to say she looked great was an understatement with just a hint of what the final look would be as the dash with the burgundy covering was now installed, the colour match was perfect for the car.

It is amazing though how little things slip through the cracks with these restorations, once the car was painted Darryl was discussing what type of

windscreen washer bottle we should fit to the car as there was no washer parts listed for the car. In looking at the washer nozzles on the car we realised it was not an original item and that they had been retro fitted to the car at some point through the car's life. All of us had missed that little bit. More head scratching and debating, do we leave the washer nozzles in place or do we be true to the cars originality and remove them? But then we would have to repair the holes and repaint that whole section? Once again common sense and budget prevailed, the decision to leave the **windscreen washers in place was made, not completely original but it's something I can live with.**

An almost complete car but not quite there yet, what should have been a quick trip to the upholsterer to finish the restoration has now dragged on for a few months delayed by the chrome work. All of the bits were sent off to be stripped back and re-chromed, supposedly a 4 week job, this has dragged on for over 2 months as we encountered issues with the grill, once chromed it would not sit properly on the car, numerous visits back and forth by the chrome guy to try and sort out the problem has still not yielded a **result....frustration, so close but yet so far.**

So what now you say, Doris sits in Sydney waiting patiently to have her new chrome bits fitted to her, once done she will be taken to the upholsterer to have her new leather interior fitted and then on for registration and her first drive!

Right now she might have to wait until 2021 for her first drive into the Goulburn countryside.

Part 5..... to follow

Glen Coutinho

ANSWER to the Zeta Sports car and Triumph connection?

Well, believe it or not, they both showed the Italian flair and design skills of Giovanni Michelotti **in the 1960's**. The designs for the Triumph brand being, 2500 sedan, TR6, Spitfire and Stag, thankfully, were much more successful.



Aerodynamic fibreglass body designed by Michelotti of Italy.



ELECTROGENIC

THE FUTURE OF CLASSIC CARS



STAG EVOLUTION

November 2020 Stag Owner's Club UK

"Following on from last month's article by Paul Harwood we decided that we would take a trip to Electrogenic ourselves. So three of us went down there, myself, Jan and Colin Denney from the Surrey area. For a change we missed the rain and had a nice sunny day once we arrived, however the journey was very wet." Carl Fuss – SOC Magazine Editor*



No, your eyes aren't deceiving you – someone has indeed had the audacity to take the engine out of a Triumph Stag.

On arrival we were made very welcome and quickly started walking round all the other cars that they have in there. Obviously the one we were most interested in was the Stag. This car is the personal property of director Ian and he has owned this Stag for



10 years. They all appear to be classic car enthusiasts and are looking to provide a sympathetic conversion to electric drive for all their customers vehicles.

From the outside the Stag is no different, but it's under the bonnet where the real difference lies. They have retained the gearbox and transmission so it drives very much like it should. They have gone to great lengths to maintain the feel, look and driving experience of a standard petrol powered Stag. Colin and myself both had a drive in the car and we both felt that **apart from the sound it's very much like a petrol powered Stag.** Sound effects can be added and you can have pretty much anything you like, so if you wanted it to sound like a herd of stampeding stallions or an expensive Ferrari, the choice is yours.

We have driven an electric car for the past four years, a Nissan Leaf so we are well used to the experience of driving electric vehicles. The powerpack in this Stag is a 55 kW battery as opposed to the 30 kW battery in our Nissan. The real world range of our Nissan is about 90 to 100 miles so we would expect the real world range of this electric powered stag to be approximately 160 miles. This does of course depend on your driving style as with any electric vehicle. And of course you want to be recharging before you get to the zero battery power level. The availability of charging points is improving all the time but any long journey does take a reasonable amount of planning.

This option may not be for everyone but is certainly a way forward with many restrictions in the pipeline for petrol and diesel powered vehicles.

Here is an article written by *Electrogenic* giving their thinking behind the business and some more technical details.



Some would say it's a travesty, but here at Electrogenic, we believe we have saved this car from a lonely future and are bringing it into the 21st century. No more mornings when it won't start. We say no more to smelly petrol stations and hello to clean, green motoring and protecting our environment at just 4p per mile. What is the Electrogenic vision? We want to keep the classics driving around as they will always be the best-looking things on the road. We save them from the scrapheap, give them a new lease of life and increase the torque so they feel like a new car.

Enough about us. What about the car? Around 15 years ago Ian, one of the directors of Electrogenic, purchased this beautiful example of a V8 Triumph Stag and quickly fell in love (the Engine having already been re-built by Tony Hart). The Stag was stored at the back of the garage and sadly forgotten about until the company moved to Oxfordshire and Ian decided to give the Stag a new lease of life.

So what's involved when converting a classic to electric? Well, it all starts with dropping out the engine, fuel tank, and any unnecessary auxiliaries. This makes room for our most popular electric motor the "Hyper 9" which produces 235Nm of torque more than the original 197Nm, making it better and a more engaging driving experience because all that torque and power is accessible and useable from 0rpm. This makes for fast accelerations and a constant smile on your face. This conversion is being powered by 10 Tesla Model S batteries which, Ian insisted (much to our dismay), that the ones in the front be arranged in a V formation to mimic that of the V8 that had been taken out.

While it looks amazing and quite amusing it was a massive pain to design and fit everything else around, it also means we have to change the springs to account for the weight imbalance on the rear. But if the boss wants something he gets it! The original gearbox is retained including the pristine interior. Instead of a rumbling V8, you get a whirring motor and a power steering pump that sounds like a UFO taking off. It's amazing.

Let's get down to the technical stuff. This conversion consists of a Hyper 9 motor, rated 92Kw equalling around 123bhp but most importantly 235Nm making the stag capable of a sub-9sec 0-60mph. The individual batteries are 5.5Kwh making a total in this configuration of a 55Kwh battery pack, resulting in a 200mile theoretical range, but under normal driving

conditions, we are seeing more like 160miles. The all-important recharge time... this car is rocking our fast charge system allowing for a 20-80% charge within around 2Hrs 30mins (conditions dependant).



Electric power is the future and its very exciting, but why do it? 235Nm of torque doesn't seem like much with today's hypercars, but its always available when you put your foot down, giving an incredible sensation and one you can't get enough of. With around 200 miles of range, it's perfect for city driving (Congestion charge exempt) and for weekend cruises with friends.

Alexander Bavage

For more information visit www.electrogenic.co.uk or email alex@electrogenic.co.uk

**TSOA received permission to publish this article from Carl Fuss of Stag Owners Club UK. Carl assisted further by sharing text and photo files with us. I have taken a few minor liberties with the original article to comply with the formatting requirements for TRead. Ed.*

TECHNICAL TIPS

OVERDRIVE FAILURE

One of the things you do not want to do if you have a car fitted with overdrive is to drive it in reverse with overdrive engaged. The reason for this is that the uni directional clutch only functions in one direction and locks in the other. When engaging reverse during normal driving the overdrive sliding cone clutch is not engaged and the overdrive can safely operate in reverse. However, if overdrive is engaged both clutches are locked and with approx. 1500 lbs. holding the sliding clutch engaged something has to give.

The electrical wiring of the solenoid via the isolation switches on the gearbox cover prevent this from happening , however if a short circuit occurs or the solenoid jams the results can be catastrophic as shown in the attached picture from a recent very expensive rebuild.



The picture on the left shows a uni directional clutch fitted in the overdrive annulus. The one on the right shows a shattered clutch, note several of the hardened roll pins have been cut in half indicating the forces involved.

Geoff Byrne

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.



**Transport
for NSW**

ATTENTION!

Historic Vehicle Scheme (HVS) Period Options, Accessories & Safety Items P.1

In TRead last month we re-published copy of an advice previously issued to The Council of Motor Clubs by Transport for NSW (as per above). Belatedly Transport for NSW have issued a qualifying advice to the effect that the initial paper was merely a draft intend only for discussion ..? Members are advised that the article copied in this magazine last month has no official status.

682nd GENERAL MEETING OF THE TRIUMPH SPORTS OWNERS ASSOCIATION

VENUE: Carlingford Bowling Club
DATE: 7:30pm 10th November 2020

Apologies: None
New and Intending Members: None

REPORTS

President:

Welcomed everyone to first meeting since July.

Neville advised of the deaths of two members, Kerry Siegel and Rodney South. Kerry had died 2nd of October and Rodney last night.

As Kerry was the marque rep for TR8s, John Stokes was appointed in his place.

Neville advised the AGM would be held following the December meeting. Neville thanked particularly Keith Higgins, Geoff Batty and Jeff and Judy Breen for their efforts during the COVID period.

Strathfield Golf Club has invited us to inspect their venue as an option for our club meetings.



The Christmas party can go ahead on the 5th December at the Epping Club.

Secretary: Magazines received from other clubs will be distributed to all members electronically if possible.

Vice President:

The National meeting next year will be held in the Barossa Valley, hosted by the South Australian Club. Intending participants should register their interest as soon as possible as places are limited.

Could all trophies be returned in preparation for the presentation at the conclusion of the year?

Treasurer:

Balance sheet attached. All monies received for the National Meeting have been returned to entrants and all deposits paid have been refunded.

Editor:

The December issue may be slightly delayed to include the report on the Christmas Party.

Social Secretary:

The Summerland Point picnic and bocce run was well attended and was a pleasant day out.

The next event will be the run to Cataract Dam for a picnic. Run will commence at Heathcote.

City Lights picnic will be held on Wednesday 30th December.

January will be a bare foot bowls with the venue to be advised.

In February, Keith Higgins will organise a run to commemorate Sir John Black, former Triumph chairman.

Hunter Group: No report

Point Score: Nothing to report

Vehicle Registrar, Membership CMC:

Renewals will start next month, all on HVS and CVS must renew by 31st December or their registrations will be invalid. Quite a lot of new members have joined in the last few months, with six last month and one this month.

HVS and CVS requests for club approval must include a cop of the inspection certificate (pink slip).

The CMC advises that a new hard copy log book will be available shortly. CMC is also in discussion with Services NSW to allow number plates to be remade in any standard pattern and size.

Norbert criticized the response time and price of the NRMA road service.

Advised that it is possible to register with the South Australian

organisation at a much cheaper price and receive the same road service.
Also advised that Shannon's had a good road assistance package for those insured with them.

Shannon's founder has a grant scheme for younger people to assist them in having their cars restored.

Service NSW has streamlined the requirements for the HVS scheme. Check their email for compliance. Be warned that inspectors will be attending car shows and looking at car compliance.

Coffee and Cake:

Wednesday 25th November, coffee and cake will be at The Village Kitchen, Kurrajong. Followed by a run to Colo. Names to Keith Higgins

Ecurie Sports Car Racing:

Last month was the second last event of the year with a very wet weekend at Wakefield Park. Four cars entered including Mark Mc Connell in his GT6.

Last event will be at Eastern Creek in November, spectators will be allowed.

Geoff Burns has a limited slip differential for sale, brand new, suit GT6, Spitfire.

General Business:

Peter Wards gave a report on his new TR6, which he has spent the last 3 years restoring having to replace or remake nearly all body panels. He has installed air condition, which is specifically allowed in the HVS rules.

He took it for a week away, but was plagued with accelerator cable problems, which when fixed gave way to a fuel leak. Alan Cameron assisted him home on his trailer. All problems have now been repaired.

Roger Gates presented a trivia on world leaders which was won by Laurie Bromley.

John Stokes gave a talk on alloy heads and spoke of a kit for monitoring engine conditions.

The 60th anniversary shirt was displayed, orders through Tony Moss

Phil Lamour advised of a day night race meeting this weekend at Eastern Creek, using the just installed track lighting.

Meeting closed 8.50 pm

EDITORS NOTE: I know that I have not done a good enough job in acknowledging the photographs submitted by members and included in this edition. (I will have to do better at this next year). I would like to acknowledge the contribution of photography in this magazine from Renate Polglaze, Owen Sinden, Geoff Byrne and Glen Coutinho. *Ed.*

2020 Financial Report

Club Cheque Account

October

Opening Balance		15,803.58
Income		
	Membership	645.00
	Regalia	483.00
	Interest	<u>1.28</u>
		<u>1,129.28</u>
Expenditure		
	Magazine Printing	(397.85)
	Magazine Posting	(81.52)
	Insurance	(1,930.12)
	Postage	(86.90)
	Regalia	(658.46)
	Sundries	<u>(80.00)</u>
		<u>(3,234.85)</u>
Closing Balance 31/10/20		13,698.01

Nationals 2020

Current Balance	Club Chq A/c	13,698.01
	National Chq A/c	11.21
	National Cash Mgmt	23,200.55
	Club Term Deposit 1	15,157.85
	Club Term Deposit 2	5,500.00
		<hr/>
Totals include monthly Interest -all accounts		57,567.62
		<hr/>

Held in Trust

ATR Sponsored funds

\$645.67

Hunter Happenings



TSOA Hunter Area Meeting 3 November 2020

Present:

David Walshe, David and Judy Hynes, Michael Debono, Chris Lancaste, Rick Schmalder, Bryan Mclean, Graham Paterson, Terry Burns
Rowan Burns, Bill Burns, Alan Watson, Barry Prasil, Steve McGill.

Apologies:

Rob Guyder, Michael O'Brien, John Derrick, Michael Markey, Chris Johnson, Doug Brodie, Damien Whittaker, Bruce Milner, Daniel Herringe, Wayne Wheaton.

Events on the horizon:

General Meeting Club Macquarie 6.30pm Tuesday 1 December 2020 - please text your intension to attend to David Hynes on 0418761487 before 12pm the Monday beforehand

General Business:

Michael Debono told of an unusual journey by road from Newcastle to Adelaide delivering a TR3 roll bar to an Adelaide based TR Register member, Dennis Hawkins. Michael visited Broken Hill on the return journey and saw a great deal of green outback.

Bryan Mclean reminded us that the Christmas Lunch will be at the General Washington Hotel at Stockton (The Washtub) at 12pm on Sunday 6 December 2020. The Secret Santa will be happening thanks to Bryan. Please bring a gift limited at \$10 for each guest, so one boy one girl.

Chris Lancaster enjoyed a drive in his TR3A on a Saturday recently however, it was not running at its best and the discussion started by David Walshe was use of a fuel stabiliser, given the vehicles are not used daily.

Rick Schmalder talked of harrowing events while he tries to sell his gold coloured MX5. Poor Rick withstood an independent mechanical inspection of the MX5, which was later relied upon to resilie from the transaction going any further ahead.

David Hynes and Judy enjoyed dinner at our host club prior to the meeting. David mentioned the amazing experience that our National Meetings

provide. He mentioned wonderful times seeing Dubbo, Broken Hill, Port Augusta, Adelaide, Mt Gambier and the Great Ocean Road.

Barry Prasil told his Lexus powered Stag has been suffering some vibration from the uni CV combination and he is on the case. He also mentioned an annoying petrol smell.

Steve McGill hasn't been doing too much with his TR6 lastly working on the bonnet catch.

Terry Burns recently drove his durable TR4A to Sydney.

Rowan Burns mentioned the progress of his TR3 looking very straight in primer.

Bill Burns is enjoying his Bugeye Sprite.

David Walshe told of his long held Dolomite finally selling locally to a Maitland car enthusiast whom has an MG Y. David recently took his TR6 on a 100 mile journey but for the first time experiencing some fuel vaporisation.

Graham Paterson enjoyed his first Hot Air Balloon journey with Beyond Ballooning at Pokolbin. Graham emphasised the good accommodation packages available and the comfort and relaxing experience that being up in the basket for 1 1/4 hours brought.

Alan Watson recently enjoyed a run in the TR6 to the vineyards. He is busy administering an estate which includes some remarkable radio controlled boats and model trains. The writer doesn't know about boats but noticed the model trains were largely HO NSW models which are highly sought after. Contact Alan if you are interested.

I was handed this list by an unidentified individual who said ... person who said "I can relate to soooo many of these!"

- 1. When one door closes and another door opens, you are probably in prison.*
- 2. To me, "drink responsibly" means don't spill it.*
- 3. Age 60 might be the new 40, but 9:00 pm is the new midnight.*

4. *It's the start of a brand new day, and I'm off like a herd of turtles.*
5. *The older I get, the earlier it gets late.*
6. *When I say, "The other day," I could be referring to any time between yesterday and 15 years ago.*
7. *I remember being able to get up without making sound effects.*
8. *I had my patience tested. I'm negative.*
9. *Remember, if you lose a sock in the dryer, it comes back as a Tupperware lid that doesn't fit any of your containers.*
10. *If you're sitting in public and a stranger takes the seat next to you, just stare straight ahead and say, "Did you bring the money?"*
11. *When you ask me what I am doing today, and I say "nothing," it does not mean I am free. It means I am doing nothing.*
12. *I finally got eight hours of sleep. It took me three days, but whatever.*
13. *I run like the winded.*
14. *I hate when a couple argues in public, and I missed the beginning and don't know whose side I'm on.*
15. *When someone asks what I did over the weekend, I squint and ask, "Why, what did you hear?"*
16. *When you do squats, are your knees supposed to sound like a goat chewing on an aluminum can stuffed with celery?*
17. *I don't mean to interrupt people. I just randomly remember things and get really excited.*
18. *When I ask for directions, please don't use words like "east."*
19. *Don't bother walking a mile in my shoes. That would be boring. Spend 30 seconds in my head. That'll freak you right out.*
20. *Sometimes, someone unexpected comes into your life out of nowhere, makes your heart race, and changes you forever. We call those people highway patrol.*
21. *My luck is like a bald guy who just won a comb.*

New Products

Gas Strut support for Stag boot lid - \$55 plus fitting,

Stops boot lid from unexpectedly closing, especially if there is a luggage rack on the boot lid.

Available from:
David Clark Automotive Triumph
Specialist
28 Mary Parade
Rydalmere NSW 2116
Phone 02 9638 3941
BH: Monday - Friday 8.00am - 4.30pm.



HSS steel nitride drill bits

Look very closely at this picture and see if you can pick what is different?

Yes, they are left hand cutting HSS steel nitride drill bits. Used for removing broken bolts. Just drill a hole down the centre and if it **doesn't unscrew try another larger drill** into the hole. The vibration and the cutting force unscrew the bolt.

For more information:
Keith Higgins
info@aodaustralia.com



Club Regalia



TR6 Dash



Winter Jackets \$55 All Sizes

Chambray Shirts \$35 All Sizes

Polo Shirts Blue \$28 All Sizes

Polo Shirts Black \$28 All Sizes

Rain Jacket \$35 Limited Sizes additional sizes can be ordered

Race Shirts \$40 limited Size additional sizes can be ordered

Belts & Buckle 34" & 36" \$27

Hurricane umbrellas – 68cm

Golf size \$39.00

New Range of caps and glassware arriving soon – been delayed due to COVID-19.

Please email for orders, or enquires. Orders can be posted upon request

amosie62@gmail.com



Club Details

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

*Note: The following 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. 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.*

CLUB COMMITTEE

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Vice President	John Stokes	0433 826 880	john@geostareastern.com.au
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The committee meet each month, usually the Monday following the General Meeting.

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Email Address: tsoansw@hotmail.com	Facebook Address: www.facebook.com/TSOANSW	Westpac Bank - TSOA BSB: 032-081 Account No: 910909

MARQUE REPRESENTATIVES

TR2/3/3A	Roger Gates	0418 112 541	Allan Wright	9451 0165
TR4/4A	Bob Slender	0407 284 548	Bruce North	4297 4917
TR5/6	Geoff Byrne	0418 409 170	Ernie Schmatt	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		

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1. TSOA 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.



CLASSIFIEDS

WANTED for 1971 TR6

- Standard Steel Rims
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Contact Paul 0412233846 or huts2u@gmail.com

CLASSIFIEDS

For Sale:

- Barn Find TR7/ V8 ... **\$8900** (to TSOA member)

All the hard work is done! It starts and runs, engine, clutch, gearbox and diff are very good. No rust and straight body. Re-spray isn't perfect. Windscreen Cracked. LHS front bumper broken. A few minor blemishes and some unique additions. Ideal to bring up to spec or as a track car. Interior needs finishing, most trim included, including door cards and new hood lining. Car is dual fuel LPG / ULP - donut LPG tank in boot (Easy to reverse engineer and sell off). 3.9L Rover V8 with injection, 4 pot front brake upgrade.

Car is currently at Hornsby so it can be driven on private property for testing. It's un-registered, was last registered in 2013.

It's advertised on Carsales for \$11,990 TSOA Member Price \$8,990



Come and take a look!

These do not come around very often!



Contact: Jon Newell [0439 964 640](tel:0439964640)
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