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TRead

October 2021

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

www.tsoansw.org.au

President's Report October 2021

Lorraine Mooring

Greetings everyone,

By the time you are reading this we should be on the cusp of being allowed to move around just a little bit more and hopefully get back to reunions with family and friends. While I haven't been able to see any of my family in person, I feel very fortunate that I have plenty of outside space to roam and gardens to keep my busy.

Thank you to everyone who joined us at the September meeting on Skype, while I couldn't see all your faces, I hope you were able to catch up with what has NOT been happening over the last month.



The Committee has high hopes that some of the restrictions will be eased to enable us to have limited numbers at The Epping Club for our Christmas Party however, if inside venues are still prohibitive, we may be able to indulge in a picnic celebration later in December along the lines of the "City Lights Run" that we have to end each year.

More so than for 2020, 2021 will be known as the year that didn't happen. With this in mind we have decided that it would be unfair to present the normal trophies that we give for the Point Score, Club Member of the Year, the President's Award and possibly not even competition prizes.

A big thank you also goes to the members who have contributed articles which have assisted our Editors to produce an informative and interesting **TRead** each month. Keith Higgins has been very inventive with his Coffee & Cake snippets – we would love to hear how you adapted to life at home.

Obviously, the October meeting will again be via Skype and we will need to wait on future Government announcements before a final decision is made on the AGM in November.

On a sad note Lindsay Day's father passed away last week and I have sent our condolences to the Day family. Aged 94 (Ernest) Brian Day shared a long lasting friendship with Phil & Mark Larmour's father. A life well lived. Vale Brian Day.

Lorraine

Secretary's Ramblings

John Whittaker

Here we are on the cusp of the on-line AGM to be held in November and frantically working to ensure the reality of communications runs as smoothly as the swing axes....

Some good suggestions have been sent in for inclusion at the general meetings. We will certainly get answers back to the members who presented them and will attempt to communicate the response to everyone in some sort of fashion.

One question on the 'NSW Community Mind' is the issue of mandatory vaccinations to attend events. Our club events are typically 'Coffee & Cake' and social runs where we meet under the rules of the venue. Competition events are strictly controlled and subject to even tighter restrictions. Interesting to note that some weeks ago SMSP instigated a policy of 'no jab, no entry' to the Eastern Creek complex. Hmm, that seems pretty final!

TSOANSW policy is quite clear and is contained within the two paragraph statement issued to members via email last month. We insist on both strict adherence to public health rules and operating within the spirit of the public health advice.

Just when all say 'ok'/'uh-huh' along comes the requirement for mandatory vaccination to have access to certain freedoms. This should not be a problem for us because working within the spirit of public health advice we have all gone ahead and been vaccinated.

As a result of the invitation to send in questions /suggestions for general business, a suggestion of great merit was to enable individual members in LGA's not affected by strict lock-down measures to arrange local small group TSOA Coffee social events with other members likewise not affected. At face value this could be done but the committee are of the view that we cannot promote an idea outside of our immediate responsibility without invoking issues within the constitution and the club management liability insurance. Sorry folks, the idea has been foiled by the rules.

However, on a bright note, Keith Higgins is planning his way around enabling Coffee and Cakes in the great outdoors on a BYO basis. Given the tight time frames for amending the calendar the alerts on C&C's and anything else coming up will be by email.

***Cheers for October folks,
John W***

Club business matters it sure does!

John Whittaker

ATTENTION!

The **Annual General Meeting of TSOANSW** will be held on **Tuesday 9th November** immediately following the November General Meeting which commences at 7:30 pm. EST.

Both meetings are scheduled to be conducted by Skype. The joining link will be sent out by email to all members on Monday 8th November.

Items of business for the AGM will be to accept the ballot results of voting for the listed items of business (1.and 2.) detailed on following page and accept records (3.and 4.) which will be included in November **TRead**.

1. The proposed addition of a new sub-clause to the Constitution at Part 2 Cl 5.e confirming the absolute deeming of Life Members being financial members of the club, and
2. The election of members of the Committee for 2022.
3. Acceptance of the minutes of the 2020 AGM and
4. Acceptance of the Financial Statement and Auditors Report for the previous year.

Note: Only full financial members are entitled to vote. Voting will be by email to the Returning Officer and must be received by close of poll at 6:00 pm Saturday 6th November.

John Whittaker, Secretary

BUSINESS FOR THE TSOANSW AGM

1. AMENDMENT TO THE CONSTITUTION.

To approve the proposed amendment to the constitution of TSOA NSW which adds a subclause to Part 2 Clause 5. to read:

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

2. MANAGEMENT COMMITTEE FOR 2022.

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

At the close of the nominations period on the 25th September, no further nominations had been received. There being no further nominations, all members of the 2021 committee are deemed to be accepted in their current roles, namely:

President:	Lorraine Mooring
Vice-Pres:	John Stokes
Secretary:	John Whittaker
Treasurer:	Laurie Bromley
Competition and Motorsport Director:	Glen Coutinho and Ken Peters
Membership and Concessional Registration Officer:	Norbert Nieuwenhuizen
Point Score Officer:	James Rose
Social Coordinator:	Geoff Batty
TRead Editor:	Jeff Breen

INSTRUCTIONS FOR VOTING – Item 1 (Constitution amendment only.)



Please complete the following details and email to tsoansw@hotmail.com Att. Returning Officer, or post to - The Returning Officer, TSOANSW, PO Box 200, GORDON, NSW 2072. (must reach the mail box prior to Saturday 6th November)

Full Name:..... Member #

Address:.....

My vote with respect to the amendment Clause 5.e. to the constitution:

Accept:.....

Reject:.....

Abstain:.....

(Please sign and date here if returning by post).

Dated:



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- Easy bolt on with no modifications.
- 10.75" kit fits with all wheels. 11.0" kit fits with wire or alloy wheels but not with stock steel wheels.
- **Wilwood** caliper kits are also available to fit the original rotor.

Notice Board



• NEW MEMBERS

We have only 1 new member to welcome this month so of course he gets top billing in this month's magazine.

So, this month it is a warm welcome to **Philip Guy** with his **Stag**



*My wife sat down next to me as I was flipping channels.
She asked, "What's on TV?"*

I said, "Dust."

And then the fight started...

Front Cover: John Powell's Stag full story page 20

Notice Board

- **CLASSIC VEHICLE REGISTRATION (CVS)**
Things have changed, so PLEASE read this.

The Council of Motor Clubs Inc, or CMC, has become an Approved Organisation (AO) for the CVS registration scheme. TSOA members are required to get the necessary stamps and signatures for their Classic Vehicle Declaration forms stamped and signed by CMC and not the previous ACMC NSW LTD.



- **CVS – New Applications**

Applicant/members should fill in Sections 1 and 2 of the Classic Vehicle Declaration (Transport NSW Form No. 1835). Applicant/members are not to fill in or sign Section 3 of that form. Section 3 is for the CMC to fill in and sign as they are now the Approved Organisation and the Authorised Person. The Primary Club, TSOANSW, is required to simply stamp the lower right hand box on the form to signify that the applicant is a bona fide member of the club, and that your vehicle is acceptable to the club. *Without that club stamp, CMC will not process the application.* The stamp should be legible for all to read as Transport NSW is very strict on such things.

Transport NSW insist that to start on a CVS, an AUVIS an Unregistered Vehicle Inspection Report or 'blue slip', must be obtained for the vehicle, no matter what category of registration the vehicle is currently on. This isn't our rule, it comes from Transport NSW. Members should note that not all Authorised Inspection Stations (AIS) may issue these 'blue slips.'

When members submit their CVS application to CMC for stamping and signature, they are advised NOT to send the original of the AUVIS/'blue slip' certificate. A photocopy is sufficient for CMC's records. This avoids this relatively expensive document possibly going astray in the mail. Note also that the 'blue slip' only last for 42 days, so prompt action is required.

All that CMC require is the Classic Vehicle Declaration (Form No. 1835) filled in as detailed above, a copy of the blue slip and the fee payment.

Notice Board

- **CVS - Renewals**

The procedure for renewal of CVS registration is similar to the requirements for new applications (per previous) however only a current Safety Inspection Report or 'pink slip' is required for renewals, and NOT an Unregistered Vehicle Inspection Report/'blue slip'.

Applicant/members should fill in Sections 1 and 2 of the Classic Vehicle Declaration (Transport NSW Form No. 1835). Applicant/members are not to fill in or sign Section 3 of the form. Section 3 is for the CMC to fill in and sign as they are now the Approved Organisation and the Authorised Person. The primary club, TSOANSW, is required to simply stamp the lower right hand box on the form to signify that the applicant is a bona fide member of the club, and that your vehicle is acceptable to your club. *Without that club stamp, CMC will not process the renewal.* The stamp should be legible for all to read, as Transport NSW is very strict on such things.

When members submit their CVS renewal to CMC for stamping and signature, they are advised NOT send the original of the Safety Inspection Report /'pink slip'. A photocopy is sufficient for CMC's records. This avoids the relatively expensive document going astray in the mail. Note also that the 'blue slip' only last for 42 days, so prompt action is required

All that CMC require is the Classic Vehicle Declaration (Form No. 1835) filled in as above, a copy of the pink slip and the fee payment.

- **CMC Fee - \$25**

The CMC's fee is \$25.00 for processing the either application. Included in that fee is the cost of a domestic letter with tracking envelope for return to the member. This then gives CMC an opportunity to find documents should they go astray in the mail. CMC will no longer be providing express post envelopes as they are expensive, and there isn't a guarantee of the speed of that service anymore. Applicants/members may pay the \$25.00 fee by cheque or money order payable to CMC CVS, or EFT the funds to:

CMC CVS

BSB 633 000 and Account No. 186322772

(Please identify the payment in the reference field with a surname and initials). The postal address for **CMC** is **PO Box 174 Bexley NSW 2207**

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

Notice Board

• Shannon's Sydney Classic

The Shannon's Sydney Classic 2021 was unable to be held due to the COVID restrictions that Greater Sydney was under, the Show was postponed as we negotiated with ARDC for another available date. Originally, we were looking for a date in November or perhaps early December 2021, unfortunately SMP is fully booked for those weekends, so we moved our aspirations towards April/May 2022.

We have now heard back from ARDC and after considering their prior bookings and commitments, they were unable to offer us any weekends in the first half of 2022. They did offer us the weekend of 13/14th August 2022 and the Committee has agreed to this date.

So as was done with the 2020 Tokyo Olympics being held in 2021, the **2021 SHANNON'S SYDNEY CLASSIC will be held on 14th August 2022.**

Prior club bookings, tickets, etc. will all be valid for the new date. Please tell your members to put their tickets somewhere safe, one that they will remember next year. Some have suggested putting the tickets in their logbook, so as not to misplace them.

We are sorry for any inconvenience, COVID has affected us all in so many different ways.

Thank you for your understanding, stay safe
CMC Committee

Saturday morning I got up early, quietly dressed, made my lunch, and slipped quietly into the garage. I hooked the boat up to the van and proceeded to back out into a torrential downpour. The wind was blowing 50 mph, so I pulled back into the garage, turned on the radio, and discovered that the weather would be bad all day.

I went back into the house, quietly undressed, and slipped back into bed. I cuddled up to my wife's back; now with a different anticipation, and whispered, "The weather out there is terrible."

My loving wife of 5 years replied, "And, can you believe my stupid husband is out fishing in that?"

And that's how the fight started.

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Motorsport Report

Glen Coutinho

Another month, another motorsport report with not much to report. However, with COVID restrictions supposedly easing in October there just might be some light at the end of the tunnel.



The Jaguar club have been in discussion with SMSP in the hope of running a super sprint on the 31st October. My understanding is that SMSP will be able to run major events subject to NSW achieving a 70% doubled vaxxed rate, the date this is achieved is uncertain but most likely will be around October 18th. SMSP will be able to hold events with up to 5000 people observing the 4m² rule. All attendees will need to be double vaxxed – including officials, entrants, staff etc. The ARDC will run a QR code entry check point confirming venue entry and double-vax status and it is likely that mask wearing will be compulsory. As with all things COVID, nothing is guaranteed and all of the above is subject to change depending on what happens with COVID. It is also possible the event could get bumped for another major motor racing event as SMSP could look to play catch up as most of 2021 events were cancelled, they could be looking to reschedule some of these events later on in the year.

At the moment the Jaguar club is looking for interest so that they may gauge how many numbers they will get to ensure the event will be viable to run. In the meantime fingers crossed, hopefully we will be able to get at least one motor racing event off the line this year.

Looking forward to 2022, negotiation are still going on to nail down a date for our super sprint for 2022 and hopefully the All Triumph Challenge, these will be ongoing and it will not be clear for a few months yet.

Postscript:

Sorry to say the super sprint scheduled for SMSP on the 31st October has been ditched to accommodate the V8 super cars. Apparently SMSP has done a deal to run 4 consecutive rounds of V8 super cars leading up to Bathurst, as such all lesser events have been pushed aside.

This effectively ends the CSCA season for 2021, at this stage planning has begun for 2022 with all clubs trying to lock down dates, however this is proving to be difficult with circuits holding out and generally making things difficult in what will be a very crowded motor racing calendar for 2022. As soon as dates and circuits are locked in I will let you know so you can start your planning for 2022.

Here is hoping for a better 2022 Glen



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Coffee & Cake

Keith Higgins

text: 0409 656 577 / keith@aodaustralia.com

- **10 Balls Head Drive Waverton**

This month we would have been enjoying our Coffee & Cake at my favourite Sydney café the **Coal Loader Café** . A well kept secret that has beautiful views of Sydney Harbour in both directions and including the remains of the old coal loader reminiscent of the harbours working days .



The café is contained inside one of 2 historic buildings as the photos show, the other being an information building . The plan was to enjoy our coffee and whatever else may have been on offer there and then for the enthusiasts to move up the road to the next carpark and a very short walk on to Balls Head. Here we could have enjoyed the beautiful spring sunshine glistening off the harbour, spread the picnic blanket and had a leisurely picnic lunch/afternoon tea just as slowly as one could.



Well because of the COVID restrictions this wasn't to be however it will be in next year's calendar for sure.

Next month with a bit of luck there will be a lot more freedom (fingers crossed) for double vaxxed people and I am sure we all need a bit of a drive out of the suburbs so I have planned a picnic style Coffee and

Cake however as the restrictions won't be announced until near the end of the month it will leave me little time to check the venue so PLEASE keep an eye or both eyes on our web page

Keith

RIMMER BROS EST 1962

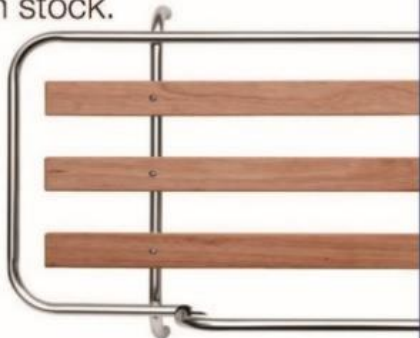
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Social Report - September

Geoff Batty

Hi, hope you are all well and coping with our groundhog days, once again I'm pleased to provide everyone with another exciting social report covering our COVID activities....??

Ok, so let's move forward to October. We can now plan to get out and about and blow out some cobwebs. The first opportunity looks like being **Sunday October 17th** if everything goes to plan. The venue is **Cattai Farm Picnic area, in Cattai National Park**. Please refer to separate flyer for details.

As previously discussed, we will be offering picnic style runs in the interim until we can get larger numbers into venues, which is looking promising for December.

Based on these projections we expect our Christmas Party on the 4th December to proceed as planned. More details will be provided but I suggest you let me know as soon as possible if you wish to attend as it is always a good night out ... *and don't we need one of those!*

I'm looking forward to seeing everyone and hearing about what you've been up to over the lockdown.

COVID Project Update My TR6 engine bay is now looking very sparse as I prepare to remove the engine to have it line bored after my unique attempts at replacing the thrust washers went pear shaped.

Following the advice of the experts I am planning to send the block to Reconditioning Services in Auburn. I will also have the head inspected to see what may be required to freshen it up at least. So, the first run back may see me in my old Falcon instead of the Six.

On another note, I have great pleasure in announcing that my AFL footy team the Melbourne Demons have finally won a Premiership after 57 years. Having grown up in Melbourne in the fifties and sixties the Demons were the most successful team of that era having won 12 Flags up till 1964, then the drought set in. Long suffering fans despaired that their team would ever win another one after constant failure. I'm very pleased to finally be able to share this momentous achievement with any and everyone who cares to listen even if you really don't want to hear. I'll still be talking about it for years to come. Go Dees!

Cheers Geoff

TSOA (NSW) Social Run Cattai National Park – Picnic



Date: 17th October 2021*

Time: 11.00

Cost: \$8.00 per vehicle

Address: Arndell Trail, via Caddie Rd off Wisemans Ferry Rd, Cattai 2756. Bring your own food & drink, chairs, tables etc, BBQ's available.

***This event is subject to NSW Govt Covid 19 regulations & restrictions.**

RSVP: 13th October 2021

Geoff Batty: 0428 242 597

geoffrbatty@gmail.com



Pre internet chat room
using an earlier version
of windows.

That Demon Lucas.

Anyone who's ever owned a Classic English car be it Triumph, Austin, Morris - even Jaguar, could render you incredulous with tales they might tell of encounters with that demon spawned in Automotive Hell.



He started out with shovels, chamber pots and such, (something that his critics might say never altered much); progressed to making lighting for bicycles and ships and for anyone familiar with taking one-way trips.

Emerging from the darkness, he entered World War One (where only insults would have flown if he'd made every gun) producing shells and fuses and things that detonate a tradition that continued until 1988.

Hapless English motorists for decades bore his curse many taking unexpected journeys in a hearse, victims of some failure in his brakes or lights or steering, his penny - pinching nature or his quirky engineering.

He has mystified mechanics, been their constant bane confounded electricians, sent a few insane.

His handiwork is known to all and earned this reputation; "fits one inch nails for fuses and smoke for insulation."

Scornful of the elegance of marques like Rolls or Bentley, cares not how they're driven whether hastily or gently.

Oblivious to wealth and to status pays no heed it's he who leaves you stranded when you fail to proceed.

Some say housewives too, have encountered his demeanour through that most unlikely tool, the humble vacuum cleaner; their innocence exploited, left furious and stuck with the only thing that demon made, it's said, that didn't suck.

So, enjoy your English classics, let them satisfy your needs revel in the history of their motor racing deeds. And whether fit for royalty or familiar to peasants be sure to exorcise every skerrick of his presence.

Or your lights may all go out when its dark and wet outside and your vision disappear because the wiper motor's died.

You might even hear the echo of his laughter through the starkness, and you'll curse that demon Lucas, that dreaded Prince of Darkness.

(Author unknown)

Contributor: Peter Wards



In a country with so much sunshine, it seems a shame to waste it.

Stag V8 lets you enjoy what you might call a seasonal approach to high performance motoring.

Along with the soft top, you also get a detachable hardtop.

All designed to let you motor around in comfort, come rain, hail or shine.

The soft top goes up in about the same time as you can unfurl an umbrella. The hardtop comes off in not much longer. And the electric windows let you seal out wind and water.

Inside, you sit in reclining front bucket seats that adjust for height, as well as fore-and-aft.

There's a touch of tradition in Stag's real walnut dash. But engineering logic dictated

the placement of the array of instruments (including tacho and clock) set into it.

The same logic dictated a padded, alloy-spoke steering wheel you can adjust for height and reach. The two column-mounted finger-tip control stalks. And the heated rear window on the hardtop. (We're not about to let a little misting spoil Stag's superb all-round vision.)

It's also comforting to know you motor in

safety. Stag's unique padded roll bar is an integral part of the body design and immensely strong. So even with the top down, you're protected up top.

Stag also offers the safety of outstanding performance. The compact, 3 litre OHC V8 is small

enough to be economical, powerful enough to get you to 160 km/h (100 mph) in less than 30 seconds.

And the big front disc brakes have power enough to easily scythe off the speed, should you need to.

Stag V8 has it all. The luxury of a limousine. The performance of a sports car. To say nothing of the sun, the moon, and the open air.

All it needs is for you to take advantage of it.

**Performance figures taken from road tests conducted by Autocar Magazine*



Triumph Stag V8.

For the name of your nearest Triumph dealer, contact Sydney: Mr G. Kendall, Triumph Cars, 82 Parramatta Rd, Lidcombe 2141. Phone (02) 648 5411. Melbourne: Mr M. Ambrose, Triumph Cars, 2161 Princes Highway, Clayton North 3168. Phone (03) 547 6611. Adelaide: Mr P. Jones, Triumph Cars, 461 Grand Junction Rd, Wingfield 5013. Phone (08) 268 3333. Brisbane: Mr J. Moran, Triumph Cars, 1709 Ipswich Rd, Rocklea 4108. Phone (07) 277 4111. Perth: Mr Pritchard, Triumph Cars, ILD 3361/535, Great Eastern Highway, Roddville 6104. Phone (09) 277 1611.

L.A.4404

Stag: A Triumph of Survival

Shannon's Club Magazine
Retroautos – July 2021

Go to any All-British classic car show and the sports cars you will inevitably see are the MGB, Triumph Stag, Triumph TR3 and TR4, MG Midget and Austin Healey.

This advertising photo positions the Stag at the centre of knights of the realm, horses, young people milling around in front of the gates of a county estate in an attempt to convey a British "upper class" image.



Now, which one is claimed to have the highest survival rate? It's the Stag! Surprised? Yep, me too. Depending on the source of the information the survival rate for Stags in the UK is 44 %. In Australia the Stag survival rate is a remarkable 55.7%. To put that into perspective the Ford Capri has a less than one percent UK survival rate. The MGB is also in single digit numbers.

Released in the UK on 9th June, 1970, the Stag remained in production for seven years. It appeared in Australia in 1973 and was on the US market from July 1971 to July 1973. The global sales tally for the Stag was 25,877. UK sales were around 19,000. The USA accounted for 2,871 sales and 1,596 were sold in Australia.

The car's champion was Harry Webster, Standard-Triumph's Director of Engineering and Development. It was styled by Giovanni Michelotti who had worked on numerous Triumph models including the Herald, Spitfire, Dolomite, 2000/2500, TR4 and TR5.

The idea for the Stag began as a one-off show car for the 1966 Geneva Auto Show. Webster and his fellow directors liked it so much they decided to put it into production. It was never seen at the auto show. The original intention was for it to be a stylish upmarket sports tourer, competing against the Mercedes SL and Porsche 911.



The overhead photo shows the roll bar that was needed to ensure the rigidity of the Stag. It became one of its trademark design features. Meanwhile, a bright red Stag is positioned among its intended competitors, each of which is painted in various shades of brown and half in shadow. Not by accident, I suspect.

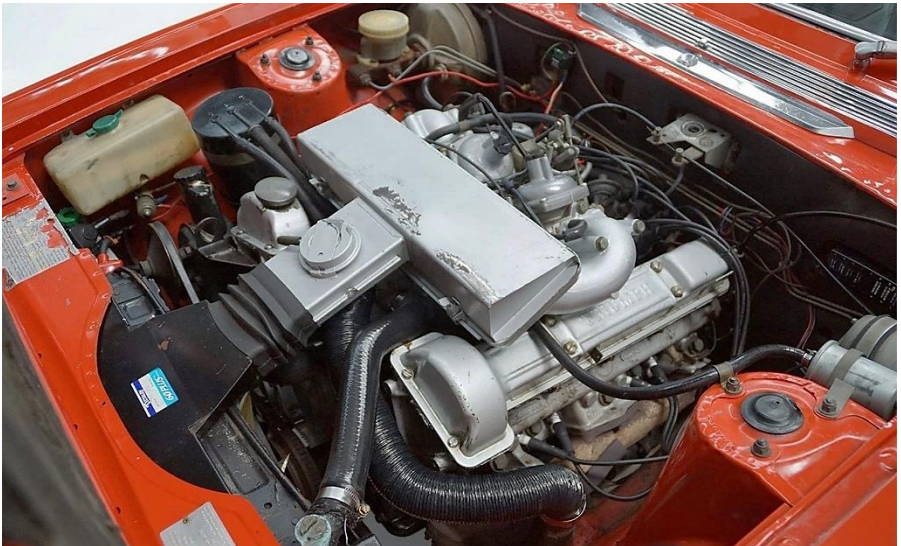


I could bore you with the long-involved story of the Stag's development, the missed launch deadlines, corporate infighting and financial issues which saw its release pushed out two years, but it has already been chronicled elsewhere, many times.

Then there are the well-known mechanical issues after it was released. The list of problems includes overheating caused by water pump failure, head-gasket failures, valve and piston damage, timing chain problems, engine block warping....and so on. These problems were never properly resolved and the Stag quickly gained a reputation for poor quality which has been amplified for decades in print and online media.

So, why is the Stag so popular among classic car aficionados? Why does it have such a high survival rate, given all of its issues? Rather than repeat what's been already written in classic car magazines, I decided to go to someone who has an association with Stags.

This is where John Powell enters the story. John is a member of the Sun Country Historic Vehicle and Machinery Club, and he is the editor of the club's magazine. He is also a member of the Triumph Car Club of Victoria. In 2018 John started the Australian Stag Register.



Debate still surrounds the decision of Triumph to develop its own V8 when the Rover V8 was available.

John knows all of the problems with the Stag, but he takes a wide perspective about the situation. "It has a touch of Italian glamour, V8 power, the ability to carry four people and provide wind-in-the-hair motoring. What's not to like?" he says. And about the well-known

problems? Well, that's the good bit. As John confirms "they are all well-known with sometimes easy and relatively quick fixes."

John began to compile a register of Stags in Australia, because, as he says, "a friend of mine was running the Triumph Stag Forum. Many members of the Forum wanted a 'Register', so I took it upon myself to do it." The Register has now evolved into one of the most comprehensive data bases of any classic marque in Australia. In compiling this information John has received extensive help from Stag owners and fans of the car but very little assistance from those who work in our nation's transport departments.

"To cut a long story short", he says, "I started with known Stags, then searched every resource I could find. About two years ago I broadened my scope by contacting each State's department of transport. Despite many emails and letters, most were not interested in responding to me.

"Then with advice from my friend, I applied through the Freedom of Information regulations to each State Government Transport Department."

The results were mixed. Here's how John summarises his efforts. "Tasmania supplied current listings with engine number only. Western Australia supplied a list of currently registered Stags but could not supply information about cars registered prior to computerisation, which occurred in the 1980s. They could not tell me about cars with personalised plates. South Australia would only provide information by colour, such as 25 white ones, 13 yellow etc. Victoria was a mixed bag of both personal, historic and normal rego but no previous history. Queensland supplied a huge listing of current and historic registrations which took a week to sort through. New South Wales handed over a massive list exceeding one thousand cars."



Giovanni Michelotti shaped the Stag. He also had a role in styling the Leyland P76.

So, what's the outcome? At this writing, John's register can account for 890 registered survivors of the 1596 Stags which were sold in Australia from 1973 onward, when they were launched here. That's a 55.7% survival rate. Further, John has 1,216 cars listed by chassis number. Over 70% are believed to still have their original Triumph V8 in place.

John's association with the marque began in 2009 when he purchased a 1951 MGTD and joined a local classic car club. "My late wife Elizabeth just loved the MG and the club activities," he remembers. "So much so, that she sold her modern car and bought a 1960 Morris Minor."

"But Liz always wanted a Stag," he says. "She could not find a good one that was within our budget. After giving up on a Stag search, she purchased a 1986 Alfa Romeo GTV6 that was in excellent condition. It had a heater and air conditioner but there was one problem – it had very wide tyres, wicked negative front wheel camber and no power steering!"

"After a while she sold it and the search was on again for a Stag, but we realised that that we needed to raise our budget. More searching and then in 2016 a Stag came up for sale. The photos were small and low resolution, so we rang the seller and said we were on our way to see it. That was a 700km round trip!"

John says that the Stag was in "amazing original condition where the only thing needed was to re-paint the front mudguards that had scratches plus the passenger door where it appears that a large square sticker had been taken off and it took the paint topcoat off."

"Liz enjoyed every time she drove it on all the local club runs with hard top, soft top or top down. And the sound of the V8 is awesome," he says. Five months after acquiring the Stag, Liz died in her sleep.

"I decided to keep it in memory of my darling wife", John says. "I have driven the Stag over 20,000km including four 1,200km round trips with the Triumph Car Club of Victoria. Our daughter Nadine loves driving it too."

"I will never sell it," he says.



John's daughter, Nadine, driving her late mother's Stag on the 'World Drive your Triumph Day' 2018.

WORKSHOP TIPS

Geoff Byrne

• TOOL BOX

Taking your tool kit to a race meeting exposes you to the risk of not coming home with all the tools that you started out with. There is nothing I hate more than losing one of my precious tools.

Tools get borrowed and can get mixed up with those who you share a garage with especially if, as I often find myself, with my head in someone else's car helping to fix a problem.

To clearly identify my tools I have painted them with bright green paint so I can immediately see which are mine. But you can make this technique even more useful by only painting one end of each spanner. How many times have you picked up a double ended ring spanner and had to change ends because the required size is the other end? By only painting the large end you can more easily pick up the spanner the right way each time.

I have found that a good source of bright durable paint is women's nail polish. It's cheap, usually about \$2 in bargain shops, and comes with its own little brush. Just don't choose bright green!!

• CLEAN UP

A useful item to have in your workshop is a squirt bottle of Kerosene. I have recycled an empty McGuire's wheel cleaner squirt bottle.

A squirt of kerosene comes in handy doing quick clean up jobs, freeing up rusty and dirty suspension bolts and even cleaning grease off your hands.

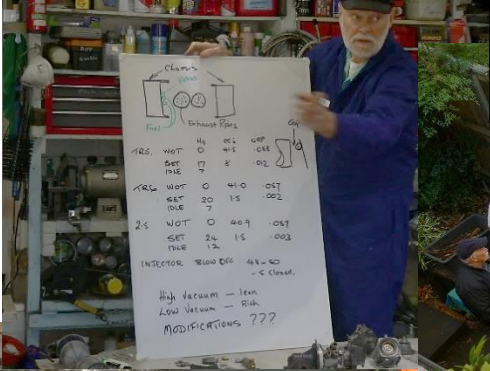
Kerosene is an excellent cutting lubricant when drilling, cutting and tapping aluminium and is much cheaper than WD40.

Don't forget to re-label the bottle so it won't get mixed up with what was originally in the bottle.

• STEP DRILL

A useful tool to have in your workshop is a step drill. This is used to drill holes in sheet metal. A twist drill is not really suitable for drilling holes larger than about 6mm. A large twist drill will usually make a triangular hole in sheet metal that is undersize (yes twist drills can drill an undersize hole). A twist drill also has the habit of being pulled into the metal as the drill lands and grabs. A step drill overcomes these problems and drills perfectly round hole in sheet up to about 3mm thick. They come in a number of sizes and when I bought mine over ten years ago, they were only available from engineering suppliers. However, they are now commonly available through hardware shops such as Bunnings. Add one to your tool kit you will really appreciate how effective it is next time you want to make a large hole in sheet metal.

TSOA WORKSHOPS ?



Who can forget the orderliness of Geoff Byrne's professional standard workshop?



Here master mechanic Ken Peter's workshop.



And here Glen Coutinho's 'Doris' cossetted in this oh so clean example.



David Bursill, 140 rwh before 1st AGP - new new grinding car Bon.

Well I am a TSOA member also, but why is it then that I identify more with this chap ?

- **OHM'S LAW**

It is about this time of the year we should be heading back to Australia after spending some time in the warmth of Paris

The picture on the right is our *'ohm away from home'* when we are there and our every departure would be accompanied by the



lovely girl from the front desk saying say goodbye with a tear in her eye and a big hug to see us on our way. When we first booked this hotel, I could not help but be curious as to why back then the French would name a hotel after a Greek symbol Ω used to identify a quantity in electrical circuits.

George Simon Ohm was a German physicist and mathematician who earned a living working as a schoolteacher. During this time, he began working with electrochemical cells. Ohm eventually discovered the fact that there was a direct relationship between the applied voltage, the current in the circuit and the type of circuit. The type of circuit was given a resistance value which he named 'ohms'. This relationship was then known as Ohm's Law. The equation is the backbone of determining the values of voltage current or resistance in a DC electrical circuit. We use this equation on a previous article on ignition coils.

When I design circuits from scratch it is first necessary to calculate the circuit resistance especially those that have long cables and heavy current. The longer the cable the more resistance in the circuit and the more current in the circuit the less voltage there is at the end of the circuit. To calculate the resistance, I use $R = \frac{\rho l}{a}$ where ρ is the resistivity of the wire, l is the length and a is the cross sectional area. This may not be that useful in automotive circuits but what it does do is show that the longer the wire is the larger the resistance and the larger the cross sectional area the less resistance. The hotter it gets the more resistance it has.

For automotive use this can be applied to jumper leads .The el cheapo leads with thick insulation to make you think they have a large CSA of copper get very hot with persistent cranking. Power = I² x R so the more resistance in the cable and the more amps the hotter it gets. The hotter it gets the more resistance it has

For automotive use we can apply Ohm's law just as it is $R = \frac{V (voltage)}{I (amps)}$ and the symbol for the value of resistance is Ω or ohms This equation can also be used for the value of power (don't get this term confused .Power is the rate at which the electrical device consumes electrical energy). For example, you might pick up 2 x 50W driving lamps .The lesser quality one may have less output (lumens) than the other 50W one of the same power consumption .Power is also the amount of electrical energy an alternator can produce .Oh I forgot to than Mr. Watts for his work on power

Here is an example: I am doing some night driving in the TC2500 I have got the radio and some other things including the headlights and all together we are using (estimate) 250W Power is volts time amps $V \times A$ transpose and we get is $A = \frac{power(watts)}{V (voltage)}$ $A = \frac{250}{12} = 20.83$ ANOTHER A 100W driving lamp will draw 8.33 amps so a 10A fuse is the closest for that one the resistance of the driving lamps is therefore from equation $R = \frac{V (voltage)}{I (amps)}$ $R = \frac{12}{8.33} = 1.44 \Omega$

Now the purpose of all of this is to make sure we do not overload our wiring by having too many amps in too thin wires. If you overload the wiring, then the insulation gets warm and the plasticisers boil out of the insulation and it goes hard and starts cracking. If a cable is too thin and carries heavy current, then there is a voltage drop at the device Making some devices even like starter motors run slower. For automotive use a 3% voltage drop is acceptable and most automotive electrical devices are designed to allow for this. 3% of 12 volts is 0.36 volts so it is worth using your voltmeter to check voltages under load especially the stater motor whilst it is cranking over. As a guide best to use 2% or 0.24 volts for heavy cables such as your battery cables. If you are unsure of cable sizes in mm² you can measure this with a pair of vernier callipers and apply the following example, say for a 3mm cable Count the number of copper strands in most it would be 14 strands, measure the diameter of the strands, in this case 0.32 mm Then $A = \pi r^2$ so $3.14 \times 0.16^2 = 0.080384 \text{ mm}^2$

So 14 x 0.080384 would be the equivalent of a 1.125 mm² cable or 3mm cable

The chart below is a guide to sizes and current carrying capacity

Cable size	Area in mm ²	O.D. mm	Amp rating
3mm	1.13	2.2	20
4mm	1.84	2.6	28
5mm	2.90	3.0	37
6mm	4.59	4.0	48

By now you should have the answer to the question of why this Paris hotel is called OHM.

- **DIY Handy hint**

Summer is coming and time to get those jobs done .The diff in my car had a slight noise and I can't put it off any longer .The new diff is ready, but it is a heavy little item and so to save dropping it on my fingers etc I decided to make a diff lift .

One cheap trolley jack and some old bits of metal, a couple of welding rods. Nothing technical about this fabrication , just cut bend and then weldHey presto a diff lift

READY TO GO, I HOPE!



- **Power steering puller**

COVID lockdown provides us with the time to catch up on all those jobs the Triumph has been begging for .In this case the TC2500 had an annoying squeal in the power steering pump when it was on full lock. After 2 failed attempts with a power steering mob in Penrith and a lot of money I eventually bought a brand new one from a club member in QLD, but it needed a press on pulley and one new pulley from Rimmers and I was ready to go (almost)



I don't like pressing such things onto shafts when there is the possibility of putting too much pressure on the internals . The answer was a proper puller set as the photo shows. It was however as it was described A PULLER as far as I could see. There was no way I could work out how to use any of those bits to pull the pulley on.

Next was to get a long bolt 3/8 UNC 3 inches long and use a nut and a couple of washers to force the pulley on. After it had been warmed up of course .

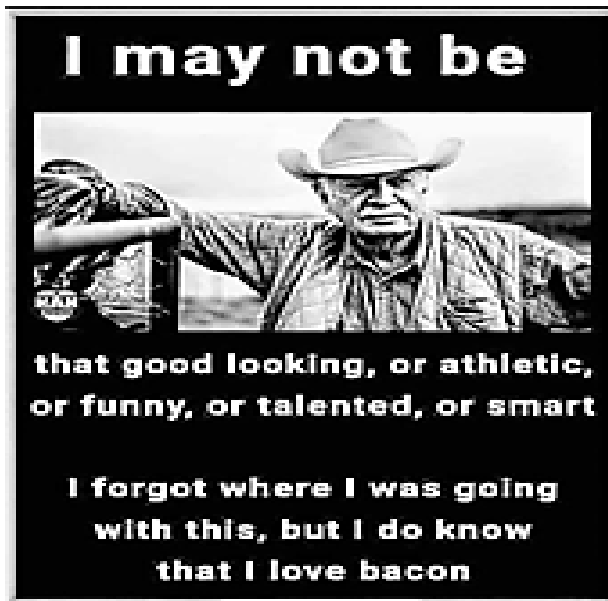
Now after looking at the puller set again I noticed that the '*puller offerer*' was also a '*putter onerer*' It had an internal thread which took that cad plated adaptor.

The good part about this was that I found a nut and bolt supplier here in Australia. BOLTS and NUTS AUSTRALIA in QLD. Their range is extensive and I don't think I would order a bolt from the UK again. I only needed 1 bolt cost \$6.00 delivered to my door in 5 days.



If anyone needs to borrow it no problem. 1 cup of coffee per use. Hope this helps.

Keith Higgins



THEY DON'T MAKE TRIUMPHS ANYMORE

Michael O'Brien

Chapter 7 – Who's who in the zoo

THE PEOPLE

It would be imperative to find the right people to make the take-over a success. The first person to recruit would be the **Managing Director**. Finding the right person is a no brainer – **George Turnbull (later Sir George)** is at the top of the list.

As previously mentioned, Turnbull was a candidate to take over the reins from Lord Stokes when Stokes retired. However, he was overlooked in favour of John Barber who was instrumental in introducing the disastrous Ford management practices into BL.

Turnbull left BL at the end of 1973 and was head hunted by Hyundai to establish their car company in 1974 on a three year contract. His success is legendary in setting up the company from scratch and getting the Pony into production within two years. He returned to the UK at the end of 1977 and joined Iran National which was assembling Hillman Hunters. This was followed by his appointment as Chairman of Talbot, then owned by Peugeot, where he stayed until 1984.

I would think that snaring Turnbull's signature wouldn't be that hard. The challenge on offer would be exactly what he would be looking for and the timing couldn't have been better scripted. The fact that he was able to get the Hyundai Pony's engine, drive trains and other major components manufactured in Japan, totally aligns with our plans for Triumph.

The position of **Sales Director** also has a standout contender in **Filmer Paradise**. Paradise was originally the Sales Manager for BMC after having established Ford's post war sales operations in Europe. He understood what was needed to sell cars – quality, dealer support, promotion, distribution and in particular, management systems. Whilst a close associate of Stokes, he didn't agree with the "Fordisation" of BL as being a former Ford executive, he understood the inherent pitfalls. Regarding systems, he introduced IBM computerisation to sales management. It meant customer orders were delivered on time and to the customer's

required specification. Prior to this, dealers were delivered cars as produced. Good luck in getting what the customer wanted. On one occasion, a new car was found in the factory holding yard that had been sitting there for 10 months!! He also understood dealer distribution. BL had too many dealers in the UK and they were undercutting each other to make sales. He understood the need for franchised areas.

For the position of **Chief of Engineering**, most people might automatically nominate **Spen King**. The issue here is, King was entrenched in Rover and just might not be interested. Of course, money often is the deciding factor, but King may well have thought the risk of jumping ship was too high. As an alternative, **John Crosthwaite** would be an ideal selection. Crosthwaite followed Turnbull to Hyundai and successfully developed the Pony in conjunction with Kenneth Barnett (Body design), John Simpson and Edward Chapman (Engineers) and Peter Slater (Development Engineer). I would try to keep the team together as they were demonstrably successful and worked well together as a team. Crosthwaite had an impeccable resume, having worked for BRM, Cooper Climax Cars, Colin Chapman and Mickey Thompson.

However, I would really like to keep the services of **Harris Mann as Body Designer**. Michelotti had died by now and his son hadn't made a success of continuing the business. How we overcome this issue is an unknown. Keeping both Crosthwaite and Mann might be the solution, at least initially but it could also create friction. Turnbull's decision will be final. **Jeffrey Herbert**, the successful MG Managing Director at the time of closure, would be retained as Managing Director, Abingdon.

THE STRUCTURE

The UK has a prohibitive tax system to add to the woes of anyone doing business there. As Kerry Packer said, "I'll only give you what I have to because you just otherwise waste it" isn't an unreasonably approach. Abingdon is going to be the location using the MG factory. Whilst BL earmarked the modern Solihull factory for closure, it never happened. Its industrial relations record wasn't brilliant either. Since first writing these articles, I've found out that BL were prepared to sell the MG factory on a walk in, walk out basis for £30 million. That included the real estate but not the MG brand. An upgrade and new facilities for body stamping would be required and as major components will be sourced from Japan, workers in the engine plant will be reassigned. We don't want to have forced redundancies as the goodwill of the workforce is paramount, given their exemplary industrial relations history. Abingdon will be run as a separate

company within the group. Let's call it Triumph Abingdon Ltd (**Abingdon**). Profits will be kept at the legal minimum. How this is done is explained below.

Abingdon will be a subsidiary of Triumph Motor Holdings GMBH (**Triumph**), a company established in Liechtenstein. Liechtenstein is a beautiful country situated between Switzerland and Austria and just happens to be a tax haven. No company tax, beautiful and an EEC member to boot. The Swiss Franc (CHF) is the local currency and the major Swiss banks are located in the capital, Vaduz.

Sales will be centred out of the Republic of Ireland through a company called Triumph Sales Limited (**Sales**). The Irish Republic is also a tax haven and importantly, an EEC member. Whilst there is company tax, it effectively is around 2.5% as long as the company is wholly owned by a foreign company, hence Triumph above. The capital Dublin has direct flights servicing, Zurich (a bit over an hour by car to Vaduz), New York, Birmingham and Heathrow.

By Sales ordering and paying for cars from Abingdon and then on selling to the world, the major profits can be held by Sales and the risk kept in Abingdon. Imported parts and components would be ordered and paid for by Sales then on-sold to Abingdon. I would centre worldwide parts distribution out of Ireland as this is such a profitable part of the business but things like R & D, a substantial cost, would be kept in the UK.

Warranty would be controlled through the use of a Mutual Discretionary Fund (MDF), a typical way big corporations manage these types of risks. They are run as a profit centre so logically, the MDF will also be run out of Ireland. They also have particular tax advantages. Premiums aren't taxable until they are distributed as profits whilst claims are immediately tax deductible.

Finance is another great profit centre and all important as dealers rely heavily on Floor Plan. Establishing a finance company isn't that hard if securitisation is used. Triumph would need to put seed money into the operation, no more than 1%. No, that's not a misprint. Next go to Hedge Funds who are always looking for high coupon (that's the interest rate) returns. They take the next 34% and get a good clip for taking the risk. Any commercial bank will come up with the 65% balance. So, getting a \$100 million funding pool is only going to need \$1 million from Triumph. I'm not dreaming, it's common practice. Why? Because the borrower is credit insured and that will be easy to obtain because the obligors

(borrowers) are overwhelmingly, "Golden Heads". Getting an S & P or Moody's high grade investment rating would be a no brainer. Their main concern would be management systems. The biggest risk is someone writing their car off without insurance. This is covered by taking out a Mortgage Impairment Policy which is inexpensive.

So how come Triumph only need to contribute 1% of the funding. The answer is simply because historically the "Golden Heads" default rate is less than 0.5%. Everyone's a winner!

Finally, distribution companies need to be established in the major markets of North America and Europe. **Bruce Mc Williams** was the Vice-President of Triumph in America. He had a successful tenure and it would be appropriate to retain his services. The European manager would need to be recruited.

CONCLUSION

What would stop this from happening?

The obvious one is a failure to raise the capital. We've discussed this earlier and I'm assuming that it can be done. All up, an amount of USD \$100 million is a fair assessment of the need. £30 million for Abingdon, working capital, capital equipment and funding for distribution in the US and Europe make up the balance.

The main stumbling block has always been getting Michael Edwardes to part with the Triumph name. I guess that will come down to money as BAe were eventually able to take it over, although by then, the tie up with Honda had passed. Edwardes needed to be convinced to sell the Ballade (Acclaim) under the Rover brand, which they did from 1984. Maybe a royalty payment on each car sold would be the answer. Who knows, but money would win out in the end.

This is the last chapter in this line of articles. Thank you for your interest,

Michael O'Brien

One for the enthusiasts (only)..... there was a Triumph twin camshaft engine under development that ran at Le Mans with the nickname Sabrina due to the prominent cam covers...

<https://www.youtube.com/watch?v=fKkoTKduNMQ>

Lindsay D & Ed.

MINUTES OF TSOA (Ecurie Triumph) NSW 690th GENERAL MEETING

Tuesday 14th September – Online meeting via Skype.

Start: 7:34 pm

Chair – President Lorraine Mooring

Minutes – Secretary John Whittaker

Minutes June GM – Acceptance proposed by **Phil Larmour**; seconded by **Norbert Nieuwenhuizen**. Accepted by the meeting.

Attendance and Apologies - 44 total log-ins.; details not recorded.

President: Lorraine Mooring

- Club policy on Public Health advice – two paragraph policy statement emailed to all members last month detailing TSOA NSW position. “We follow the government rules and public health advice”
- Club will not be making rules on mandatory vaccinations for events. (to be referred to committee meeting next week)

Vice-President: John Stokes

- Concur cancelled this year. Not possible to research suitable venue in time after lock-down restrictions end.
- Nationals Meeting in Adelaide 2022. Noted 2021 registrations are valid for 2022.
- NSW Nationals to be in 2025.

Secretary: John Whittaker

- 2021 AGM will be in November after the general meeting. Will be via Skype. Online process for voting & login is detailed in **TRead**.
- Thanks to Geoff Byrne for the question re enabling local non-lockdown areas to arrange a small TSOA group coffee social. To be discussed further at committee meeting.

Treasurer: Laurie Bromley

- New insurance documentation completed. We now have our Social and Competition insurance covered by one policy with Motorsport Australia.

Motorsport Competition Director: Glen Coutinho

- Working on dates for Wakefield Park next year. Terry Denovan is negotiating hard with the management at Wakefield. Awaiting confirmation.

Social Director: Geoff Batty

- Events still on the table for confirmation – BOCCE Run hoping for a day in November. Xmas Party TBA by The Epping Club and as allowed by restrictions. City Lights end December looks to be ok.
- BHP tour in the cooler months 2022 being planned.

- TR6 engine problems (broken main bearing cap) being sorted with an abundance of help from club members Geoff Byrne, Tony Dains, David Clark. Many thanks.

Editor: Jeff Breen

- A bit short of articles for next **TRead**. Looking for more contributions.
- Distribution system working well and magazines all coming out on time.

Point Score Officer: James Rose

- Proposed abandonment of all point score decisions for 2021. To be referred to next committee meeting.

CMC and Membership Officer: Norbert Nieuwenhuizen

- Shannons day 2021 transferred to 2022, date TBA likely 14th August. Keep your tickets but if date unsuitable then contact me for a refund.
- CMC now taking over CVS paperwork from the ACMC. Details in next **TRead**.
- One new member – Philip Guy with a very nice Cardinal Red Stag.

All British Association: Craig Sankey

- Keep your tickets for the All British Day at The Kings School – valid for 2022.

Vehicle Registrar: Lorraine Mooring

- Have sent emails out to members to update details of current and sold vehicles. Up to 'F' now. If your name missed, then please get in touch to correct any errors.

GENERAL BUSINESS:

Triumph Market – (Laurie Bromley) market on the up. Good if you want to sell/bad if you want to buy. (Michael O'Brien) USA TR7 market has gone through the roof. (Glen Coutinho) TR2 sold for \$52K.

Phil Larmour – Q to GC about likelihood of success with bookings next year? A GC Not good, Wakefield Park Management being uncooperative. Like everything - TBA.

Geoff Batty – offer to Norbert with help of parts for the engine rebuild.

James Bryden – request help with info for suppliers of Stag parts in NSW. A's from the floor – David Clark Automotive; Sportscar Spares at Somersby; John Stokes.

Allan Cameron – request info re TR5 enquiry – what happened to it? A – GC suggest check with Allan Wright. Question re progress with 'Doris the Doretti'. Ans. – going well, registered, a few little details to complete.

Meeting closed at 8:33 pm. Next meeting to be online on Tuesday 12 October.

**Triumph Sports Owner's Association
(Ecurie Triumph) of Australia (NSW Branch) Inc**
Life Members – *Ray Cook, Neil Fraser, Roger Gates, Ken Hannaford
Graeme Laurie, Grant Turnbull, Graham White, Geoff Byrne*

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

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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

Ecurie Triumph Captain	Geoff Byrne	0418 409 170	gkbyrne@optushome.com.au
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TRead Distribution Officer	Allan Wright	9451 0165	allan-renate@inet.net.au

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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		
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>
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Advertisers receive 11 complimentary issues of the magazine except members 'quarter page advertisers who receive the magazine as part of their membership only.

CLUBMAN POINTS FOR MAGAZINE ARTICLES

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

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

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TSOA NSW EVENTS CALENDAR

(as at 30 July 2021)

With the current lockdown regulations affecting us all it is not possible for us to confirm dates for any social or motorsport event. Currently all TSOA events scheduled for **September** are **CANCELLED** and events for **October ARE TO BE CONFIRMED**. Members are advised to refer to the Events Calendar available on the TSOA website for the status of scheduling of events.



Members are advised that they are not to attend any club event without first checking with the event organiser.

NOTE ALL 2021 REMAINING EVENTS SUBJECT TO CONFIRMATION – REFER TSOA WEBSITE EVENT CALENDAR FOR MOST UP TO DATE INFORMATION.

OCTOBER

- Tues 05 ~~Hunter general Meeting*—
Alan Watson—0418 662 114~~
- Wed 06 ~~TR Register Coffee and Cake—
John McCormack—0413 312 134~~
- Sun 10 ~~Social Run* Bocce—Summerland Point—
Geoff Batty—0428 242 597~~
- Tues 12 ~~Sydney General Meeting* and NSW AGM* (TBA)—
Lorraine Mooring—9652 0664 / 0410 468 663—
Meeting will be online. Link will be emailed to—
members.~~
- Sun 17 ~~All British Day and Concours*—The Kings School—
Parramatta—John Stokes—0433 826 880 and/or
Craig Sankey—0417 286 903~~
- Mon 18 to Fri 05 Nov—~~Run allowance days for Nationals Entrants
Itinerary—Jeff Breen—0419 203 295~~
- Fri 22 to-29 ~~TSOA Nationals South Australia* JS—0433 826 880;~~
- Wed 27 ~~Coffee and Cake – Keith Higgins 0409 656 577(TBA)~~
- Sun 31 ~~GSCA Super Sprint* Round 7 SMSP North Circuit—
JDCA—Glen Coutinho 0418 640 188~~

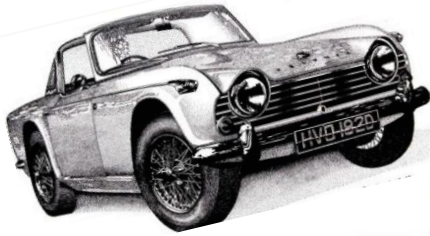
NOVEMBER – ALL TO BE CONFIRMED

- Tues 02 Hunter General Meeting* -
Alan Watson – 0418 662 114
- Wed 03 TR Register Coffee and Cake –
John McCormack – 0413 312 134
- Tues 09 **Sydney General Meeting* and NSW AGM-**
Lorraine Mooring – 9652 0664 / 0410 468 663
Meetings will be held online. Link will be emailed to
members beforehand.
- Sun 14 Social Run* (TBA) – Geoff Batty – 0428 242 597
- Mon 15 Committee meeting – LM – (TBA)
- Wed 24 Last for 2021 Coffee and Cake - Kurrajong – (TBA)
Keith Higgins – 0409 656 577
- Sat 27/28 Ecurie Triumph* SMSP – Geoff Byrne – 0418 409 170

DECEMBER – ALL TO BE CONFIRMED

- Wed 01 TR Register Coffee and Cake –
John McCormack – 0413 312 134
- Tues 07 Hunter General Meeting* -
Alan Watson – 0418 662 114
- Sat 11 Christmas Party* - Epping Club –
Geoff Batty – 0428 242 597
- Tues 14 Sydney General Meeting* –
Lorraine Mooring – 9652 0664 / 0410 468 663
- Mon 20 Committee Planning Meeting for 2022 – LM – (TBA)
- Wed 29 Social Run – ‘City Lights’ – Woolwich –
Geoff Batty – 0428 242 597

Back Cover: You have to start at the beginning. Because without the **Triumph 10/20** none of the other models would have come into existence. Designed by Lea-Francis (another business based in Coventry, which was paid a royalty for every example sold) the **10/20** entered production in 1923. With a 1.4-litre four-cylinder engine, a riotous 23.5PS (17kW) and a three-speed gearbox it could steam along at up to 52mph, not bad at all in the early 1920s when the alternative was walking. Prices ranged from £305 to £460, and in the UK today it is believed there are just two cars with their original bodywork on the road out of a total of 2,500 cars. The business had dipped its toes into the world of four-wheeled motoring, and the 10/20's relative success paved the way for the next.



TSOA NSW Club Regalia

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**Please email for orders, or
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Moss**

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[Link to Biz Wear Collection](#)

[on TSOA NSW web site. http://www.bizcollection.com.au/link](http://www.bizcollection.com.au/link)

**[Pricing upon request for Biz Wear Collection with TSOA embroidered logo –
Wider range of items for Club Members](#)**



A poke in the eye for the Doubting Thomas(s)

Back in a brief interlude to COVID restrictions earlier this year, members gathered for a very successful **2021 Drive Your Triumph Day** (refer March **TRead**). On the day an enthusiastic and modest member parked his '6' with all the others 6's. Can you pick him in this photo? Well anyway on the day there were several very vocal Doubting Thomas(s) and even hurtful cries of 'imposter' (!!)



Line up of impressive 6's here



Well to those Doubting Thomas(s) I offer the following brief extracts from a recent exchange of emails with our own Triumph expert Michael O'Brien.

Hi

*It was with great interest that I sat down with the latest **TRead** magazine and was reading Michael O'Brien's article on BL and many of their failures and poor decisions. One question that I really wanted to ask, was what eventuated with the **TRIUMPH nameplate** and who now holds the rights to that name, should it ever wish to be revived on a vehicle? Possibly Michael can do a finale item to answer this question!!*

*Thanking you
SB*

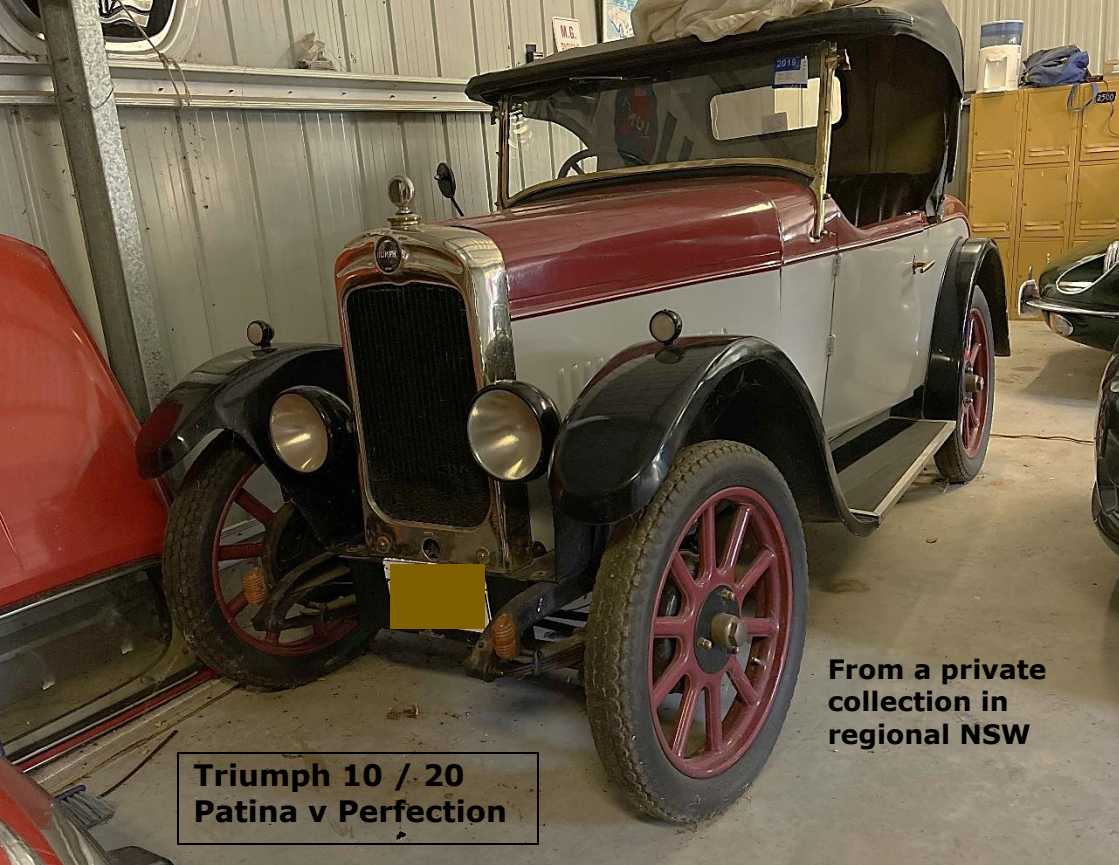
Hi S...

Thanks for your interest

*In answer to your question, **BMW own the Triumph name** and Intellectual Property. It was acquired as part of the purchase of Rover. When they sold Rover, they retained the Triumph brand.*

*Cheers
MOB*

Note material gratuities would be preferred to mere apologies Ed



**Triumph 10 / 20
Patina v Perfection**

**From a private
collection in
regional NSW**



**Goodwood's Eight Best
Triumphs Road Cars UK
(see Page 41)**