



TRead

March 2022



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

www.tsoansw.org.au

Facebook **www.facebook.com/TSOANSW**

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Tim Evan's TR6

Dreams are made of such things

John Eid's Rover V8 Stag



Presidents Report March

Lorraine Mooring

Greetings everyone and welcome to another edition of **TRead**.

As many people begin to feel a bit more relaxed about mixing with each other provided that we are all properly vaccinated, it was great to see the member numbers starting to return to our events.

For those who missed out on the special event at the February General Meeting, we celebrated the **90th birthday** of a very amazing member, **Bruce Meppem**. Bruce cut and shared a birthday cake with us all and gave a short speech to thank members who have helped and befriended him over the many years he has been in TSOA. Congratulations Bruce.



Our run to the Grey Gum Café for the Sir John Black 'Drive Your Triumph Day' was, once again, a wonderful day out – see the full report in the following pages of this edition. It is heartening to see our newer members turning up to events adding some beautiful vehicles to the road. We look forward to getting to know you all throughout the year.

I was recently handed a copy of the 11th National Meeting of TSOA which was run by NSW in 1990. This coincided with the celebration of the 30th Anniversary of TSOA NSW. Reading through the attendees and committee members is it gratifying to see so many names that still appear in our membership list.

Although the focus has in recent times drifted more towards the social activities of the club, we do still have some very committed members participating in the various motor racing events. The CSCA (Combined Sports Car Association) who coordinate our Super Sprint Series is celebrating 50 years this year, so we have arranged for our social run on 23rd April to go to Sydney Motor Sport Park to watch our 'Team Triumph' in action. This is a great chance for interested members to chat to the drivers and get a feel for the thrill of our motor sport – details are fully explained further on in the magazine, please come and support our team.

Most of our magazine reports covering social events and road trips are concentrated on the Sydney and Hunter regions. Are you a member living outside of the Greater Sydney Area? We would love to hear from you about where you have been enjoying a run in your Triumph. Many of you are probably members of a local car club and driving on beautiful country roads and to special locations. Perhaps you could be persuaded to write a short article to share those gems with a few good friends. Our esteemed editor would love to have more content of this type to enthrall our members.

With a few 2-3 day runs in the pipeline we are always looking for interesting places to go so any suggestions will be appreciated. The committee have many outings planned for this year so keep an eye on the website calendar for up-to-date details.

Just a reminder about any event in the club calendar which includes the new **(R)** symbol. This is an advice that members are required to register to attend these club events. Simply click on the **(R)** symbol in the website calendar and you will be taken automatically to the registration form. Complete that short form online. It is very simple for members to do this, and it is a very important contribution to the successful management of the club event and benefits all members.

In last month's edition of the magazine we announced that the **Andrew Gibson** is the **Ecurie Triumph Champion for 2021**. Andrew will be presented with his trophy at the April general meeting at the Carlingford Club on Tuesday 12 April. Andrew has agreed to be our guest speaker for that evening, and will be sharing with us his recollections of being a doctor in a country town during Covid. This promises to be a rather interesting evening and, knowing Andrew, quite an entertaining evening as well.

*Take care and stay safe,
Lorraine*

Secretary's Ramblings

John Whittaker

Great to note that other Team Triumph / Triumph Tragic clubs all over are alive and developing new ways to stay relevant for their membership into 2022. Their points of focus are very consistent and mix technical stuff with an ever expanding waistline of social runs and events. Geoff B, Keith H and Jeff B are certainly leading us here in NSW well in this regard.

In Scotland, the Triumph Sports Six Club are doing the same and are so big that they even enjoy their own HQ premises with permanent staff. For all the *...swing axle...* tragics out there, it is worth noting that lately TSSC seem to be featuring a plethora of technical articles covering the nuances of electrical restoration and beating the scourges of salt corrosion. It is well worth checking out their website.

At home in Oz, our sister 'TT' clubs keep in touch via their monthly magazines. Drop me a note if you would like an e-copy of their news.

*Cheers for March folks,
John W*

Cover Page: 2016 Ray Davis leads Geoff Byrne at Morgan Park Qld.
Photo provided by Ray Prior

Club business matters ...

.... it sure does!

John Whittaker

ATTENTION!

1. Correction to Club Business Matters for February. Item 2 of last month advised that Life Members were required to submit an annual renewal form. My apologies to those Life Members, this is no longer the case. The requirement was negated by the amendment to our constitution that affirmed '*Life Members are deemed to be financial members for life*'.

2. Please remember that it is a club requirement that members register to attend all club calendar events that display the **(R)** symbol in the detailed information. This is easy to do and that registration information is a tremendous assistance to the club with management of insurance obligations and with compliance requirements with the ever variable pandemic regulations. In addition the registration will assist the event organiser(s) with their arrangements for venue bookings and supplies.

3. Convenience links for members – these are entirely optional:

- Direct link to the membership renewal form - <https://www.tsoansw.org.au/membership/>
- Auto download of the TSOANSW events calendar to your personal google account calendar - <https://calendar.google.com/calendar/u/0/r?cid=tsoansw@gmail.com>

John Whittaker
Secretary

From the Library

Ken Peters

Although we are heading toward something that might be called a 'new normal'(?), the return of our regular monthly general meetings to Carlingford Bowling Club may not yet be comfortable for all members.

With sometimes mystifying COVID regulations and random lock down orders, our meetings may not always be attractive to all members. Therefore, and because you and/or



I may not make it to those meetings, I propose to continue with my recent practice of being directly contactable by members to address library enquiries in any practical way possible.

Simply contact me **by email** with the details about whatever it is that you might be looking for, and I will get back to you to work out how we might get that technical advice or publication to you. If it is sufficient for your purposes, I would be happy to photocopy any technical information or specification and then to email those pages to you.

Cheers Ken Peters Librarian
0417 676 199 or kenp7@bigpond.com

Hi, many of you may have seen this before, but I was pleased to see this trophy from 1949 in the Phillip Island Race Information Centre on my recent visit. Cheers Geoff Batty



The inscription reads:

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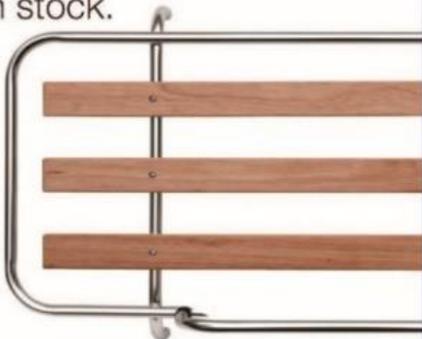
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Membership

Norbert Nieuwenenhuizen

NEW MEMBERS

A **BIG** month this month, we have **5** new members to announce in March:



- **Clive English** with a **Vitesse** that he is importing from England and is on a ship bound for Australia at this time, no picture yet
- **Sonia Goodwin** with a **Stag**, Sonia has already stepped into the whirl of TSOA club activities, Sonia is both making an appearance at The Shannon's Classic this year and is also hoping to enter the Concours at Shannon.



- **Douglas Jones** with a **Dolomite**
- **Paul Burgess** who has a **TR4A**, and
- **Mark Lawton** with this mighty **Spitfire**



Norbert Nieuwenenhuizen

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



Motorsport Report - March

Glen Coutinho



Hi to all, welcome to the motorsport report for March 2022. Firstly, I would like to apologise for the calendar I posted in the last report there was an error which our esteemed editor pointed out to me. Below the amended correct calendar.

2022 CSCA Calendar – 7 Rounds

Lotus Round-1:	27th March, Wakefield Park
Sprite Round-2:	23rd April, SMP-South Circuit
MG Newcastle Round-3:	25th June, Pheasant Wood Circuit
TSOA Round-4:	16th July, Wakefield Park
Morgan Round -5:	13th August, SMP-Gardner Circuit
MG Sydney Round-6:	27th August, Pheasant Wood
Jaguar Round-7:	23 October, SMP-North Circuit

By now you should have received your entries for the Lotus round at Wakefield Park, as this is the first round, there is a lot of pent-up demand, and it is expected that the event will fill very quickly.

On Wakefield, I attended 2 events there during February, the issue of noise is one that will challenge all concerned. At the NSW super sprint, I saw 3 competitors get pinged on noise. 2 packed up & went home after attempting unsuccessfully to muffle the noise. The third competitor tried to muffle the noise by stuffing the exhaust with material, but this resulted in the car being unable to run down the straight due to the lack of flow through the exhaust. The solution, he removed the stuffing and instead employed 6th gear instead of 5th down the straight. This had the effect of reducing the engine revs at the point where the noise meter is, as he was only 2 decibels over the noise limit (95 Decibels) this was sufficient to allow him to continue competing for the rest of the event.

So, the saga continues for Wakefield with both parties scheduled to go to court in March. However, a new Mayor has been elected to Goulburn Council and he has indicated a desire to go back to the table and negotiate as they do not want to lose the racetrack and all the benefits that flow from it. So, fingers crossed a compromise can be reached. However, the rumour mill is running hot in that the latest news is that the owners of Wakefield are looking at an alternate site in the Canberra region to build another track apparently with government help. Should this happen it has been suggested that Wakefield will be sold off to a property developer. I really hope this is nothing but a rumour, NSW really can't afford to lose another track.

On a more positive note, I visited Pheasant Wood Circuit at Marulan recently, having not seen the track for a good few year, I was surprised at the money that has been put into the development of the circuit. I remember it being a goat track and now it has had a lot of money spent on infrastructure and the track extended, it's still small and you would struggle to get out of 3rd gear, but I believe there is another extension being done to the track so perhaps it will go from a go kart track on steroids to a bona fide circuit that can hold motorsport competition events. Looking at their calendar, I see both the BMW and Porsche clubs are holding super sprint events there this year, perhaps a result of Wakefield being a bit difficult to deal with but if you can run a Porsche or BMW at Marulan, I guess anything is possible.

***Hope to see you all at Wakefield at the Lotus round in March.
Glen***



ECURIE TRIUMPH

The HSRCA took a punt that there would be a lot of interest in a January race meeting and were rewarded with a well-supported and profitable meeting at Wakefield Park over the weekend of 29-30 January.

The weather forecast was for heavy rain coming over from South Australia and due to hit the Goulburn area late Saturday. All eyes were on the sky for signs of rain. And boy, did it rain.

Many drivers took the opportunity to practice on Friday and with low hanging cloud it was not surprising that noise would be an issue with many falling foul of the noise meter and the nervous Wakefield Park officials who are at loggerheads with Goulburn Council over noise levels and track upgrades. The very existence of the circuit is in jeopardy due to the current attitude of the Council, who seem to be ignoring the commercial value of the circuit to the city.

I've never had a noise problem with the TR6 and did not expect any problem which proved to be the case. I was the only Triumph running in Group S, Andrew Gibson TR3A having withdrawn due to Covid concerns. Young Tom Derwent was running his TR7 16V in the super sprint class. Group S was allocated five races over the weekend and was first up on Saturday morning on a dry track and warm humid weather. Four laps in and just starting to push hard when the red flag came out. A new competitor from Queensland in a Datsun 2000 lost a wheel after the fishhook, with no damage to car or driver due to some quick thinking in getting the car onto the grass. All four wheel nuts had been stripped off the wheel studs. Discussions with the driver indicated he had been tightening the nuts to 120 ft lbs. twice what would be required and with about 10mm of thread engagement it is no wonder the wheel parted company with the hub. Interestingly the driver got a severe reprimand from the stewards for signing off his self-scrutineering declaration that the wheels had been checked and were secure.

I qualified the TR6 12th on the grid of 25. After a good race with an MGB and Midget finishing 9th in race one on a dry track and time of 1:12.4. Not long after the heavens opened up, dropping such a huge volume of water that the facilities were completely overwhelmed. You would normally expect to be dry in the garages but not so with this down pour, with water cascading through the roof from swamped gutters and down pipes. Lightning and thunder added to the excitement. As a result, Saturday afternoon racing was abandoned and we all went home early hoping for a dry day on Sunday.



Photo courtesy of to Xanthea Boardman

Sunday dawned to overcast skies but no rain, however with such heavy rain on Saturday there were rivers running across the track in the usual places. Why they don't upgrade the drainage was, as usual, the plaintive cry from all drivers.

Saturday afternoon races 2 and 3 were cancelled but that still left group S two races on Sunday. The first was on a wet track with all taking it easy and I finished 11. The afternoon race was on a mostly dry track but spoiled by an oil spill around the whole track by one of the cars in the previous super sprint. I had a good race with MGB, Datsun 200 and Midget finishing 9th behind the Midget .

Tom Derwent went well in the TR7 and seemed to be getting quicker being third fastest in the final session with a time of 1:15.6.
 Next race will be Philip Island in March, hopefully there will be no border issues.

Congratulations to Andrew Gibson in the TR3A for winning the Ecurie Triumph point score in 2021. His name will go on the John Thompson Sports Cars Trophy for the first time.

Andrew will be receiving his trophy at the TSOA General Meeting at Carlingford Bowling Club on Tuesday 23 April.

Following is the schedule of events for the Ecurie Triumph point score:.

January 29-30	HSRCA Wakefield Park	Home
March 11-13	VHRR Philip Island	Away
April 23-24	SCCSA Anzac Meeting Mallala	Away
May 12-15	HRCC Autumn Historics Morgan Park	Away
May 28-29	Austin 7 Club Historic Meeting Winton	Away
June 10-12	HSRCA Sydney Classic SMSP	Home
July 7-10	HRCC Historic Queensland Morgan Park	Away
August 6-7	VHRR Festival of Speed Winton	Away
September 3-4	ARDC Sydney Master Blast SMSP	Away
September 9-11	HSRCA Wakefield Park	Home
November 5-6	VHRR Historic Sandown	Away
December 2-4	HSRCA Summer Festival SMSP	Home



**“YOU ARE INVITED TO A DAY AT THE RACES “
CSCA ROUND 2 SUPER SPRINT RACES
Sunday 23 April**

2022 is the 50th anniversary of this series and TSOA is a founding member of the competition.

Come and join other TSOA members as they compete in the best grass roots club racing series in Australia, the Combined Sports Car Association super sprint series.

This is entry level motorsport that anyone can compete in. Bring your Triumph, check out the other Triumphs on the circuit, along with other British sports car marques.

Be inspired and have a chat to our club members competing on the day about perhaps become involved by getting your Triumph out on the track in this fantastic series that allows all competitors to run with the car and a speed that suits them and their ability.

The day will be held at Sydney Motorsport Park in conjunction with the Sprite Car Clubs running of their round of the series on the short South Circuit.

The club will be providing lunch on the day, so bring your chairs and something to drink and have a great day at the races.

(Please be aware that alcohol is not permitted at race circuits.)

We will have our club marquees set up at turn 1 of the track adjacent to the paddock area.

Arrive anytime from 10.00am

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• Increase safety! Strong hubs reduce flex and prevent axle fracture that can be experienced with the stock hubs.

• Available for Nissan R200 differential (shown) or with adapter to fit original differential.

Coffee and Cake

Keith Higgins

text: 0409 656 577/ email: keith@aodaustralia.com

COVID COFFEE AND CAKE

'Bonjour à tous s'il vous plaît profiter d'un peu de Français café et des gâteaux.'

One thing about COVID restrictions is that it makes us all get innovative. Our regular "hole in the wall café " at Winmalee lacked the atmosphere of a real French café and as we hadn't been to Paris for a long while the café owners thought it would be nice if they could bring a little bit of France to us.



(Hmm .. should have borrowed a Peugeot for this one.)

Strathfield Golf Club 23 February

Well, the best laid plans of men and mice sometimes work out. After looking at weather patterns over the past years I took a punt that it would have been one of those blistering hot February days and we would enjoy underground parking and air conditioned comfort. As it turned out it was a wet miserable day and so the underground parking was a treat .





This is a great venue and an easy one to get to from just about any direction. The easy relaxed atmosphere in the clubhouse is great and the views of the golf course from just about every table, make this a very

pleasant place to sit back and enjoy good company, coffee, cake and even lunch. The kitchen here is worth a special mention as well. On this occasion 22 members turned up despite the wet weather, most in their all-weather vehicles however we did have 1 dedicated Triumph tragic driver, Nev Bowden. And he certainly did appreciate that under cover parking on the day.

(Photos by Renate Polglaze)

Next:
Wednesday 30 March
Lake Parramatta Reserve (R)
28 Bourke Street, North Parramatta

Our next Coffee and Cake is at Lake Parramatta Reserve .This is a casual out door BYO picnic style gathering so please bring along your own Coffee and Cake and of course your picnic gear - chairs etc. There is a café there that should be open ? However always remember Murphy's Law! Fingers crossed for good weather see you there.

Please don't forget to book for this event (R) because Covid regulations may well re-apply by then.
.See you there
Keith

15. Two fish swim into a concrete wall.
The one turns to the other and says "Dam!"
16. Two Eskimos sitting in a kayak were chilly, so they lit a fire in the craft.
Unsurprisingly it sank, proving once again that you can't have your kayak and heat it too.

Coming Up Trumps

Social and motorsport club activities that should be in your calendar. (R)-indicates that you must register to attend.

11-13 March, weekend away

Ecurie Triumph – Phillip Island Vic.

13 March, Sunday

Thirlmere Festival of Speed (R)

Geoff Batty. 0428 242 597 or
email: geoffrbatty@gmail.com

27 March, Sunday

Kurri Kurri Nostalgia Festival (R)

Geoff Batty. 0428 242 597 or
email: geoffrbatty@gmail.com

27 March, Sunday

CSCA Round 1 (Lotus) – Wakefield Park

30 March, Wednesday

Coffee and Cake–Lake Parramatta Res. (R)

Keith Higgins: Mob 0409 656 577 or
email: keith@aodaustralia.com

10 April, Sunday (R)

Geoff Batty. 0428 242 597 or
email: geoffrbatty@gmail.com

23 April, Sunday

**CSCA Round 2 (Sprite) – SMP South Circuit
“You are invited to the races ...” (R)**

Club will be providing lunch and access to pits and race cars, final details in April magazine.

Social Report – February

Geoff Batty

Hi everyone, I hope you have all been enjoying our beautiful tropical summer, it reminds me of when I lived in Darwin, everything in the garden grew like Jacks' beanstalk and everything inside was at risk of going mouldy. Hopefully you are keeping your Triumphs well away from this incessant moisture and giving them a good blow dry on the rare sunny days.

I understand the "Sir John Black Drive Your Triumph Day" to Grey Gums Café was well attended and the weather held out for the most part. Many thanks to Keith Higgins for organising this popular event.

I was in Victoria last week holidaying with family at a little coastal town called Inverloch in Gippsland, we were spoilt with the weather as it was fine and warm most days, however the wind did turn southerly towards the end of the week and cooled things down.

Whilst in the area I did a side trip to Phillip Island to check out some accommodation options for a trip the club is considering, to coincide with the Historic Racing weekend in March 2023. The trip we envisage would take 2-3 days to get to the Island prior to the weekend, possibly going down through the Snowy, and then the same on the way back but this time probably along the coast. Accommodation could be on the island or not depending on availability and cost. Cowes is the centre of the island's tourist accommodation and eateries, but other options will also be explored. If you are interested please let me or other committee members know and we will start a group up on the website.

Upcoming events

There are 2 weekend runs coming up in March, the first is the **Thirlmere Festival of Steam on Sunday 13th March** and the second is the **Kurri Kurri Nostalgia Festival on Sunday 28th March**. Please refer to the website and flyers for details.

Hopefully this English summer will go away soon and some drier Triumph friendly weather will be the norm in the future.

***See you all soon.
Cheers Geoff***

PS: The TR6 is slowly coming back together. I got my shaved head, ceramic coated extractors, reground camshaft and lightened flywheel back this week, so the process of putting the jigsaw puzzle back together can start in earnest. *Woohoo!*

REPORT - TSOA (NSW) Drive Your Triumph Day Remembering Sir John Black

Keith Higgins

Sunday - 13th February

One of life's little pleasures is getting to the meeting point early and watching the Triumphs arrive. This time there were 20 cars ready for the drive up the Putty Road .

After some not so good coffee and a quick toilet break we were off. Unfortunately, this time I was first away and so as my original intention was to follow a car or two back and to get some good Go Pro action of Triumphs negotiating their way along this superb road . The off shot was I was the first to arrive and again had the pleasure of watching the Triumphs coming down the road and pulling into Grey Gums .

Just as we arrived Brett Gilles pulled in. He had driven in from the Singleton end with the intention of catching up with mates whom he left behind in Sydney when he moved north. And just as Brett always is, he was also trying out a new set of semi-slicks through the long stretch of bending roads. From that end there is about 20K of winding road just as good as any hill climb. The next car to arrive was a TR6 who pulled up next to us, jumped out of his car and said... "that was exhilarating", and I guess that just about describes the drive perfectly.

Grey Gums is an institution up that way and has been going through hard times due to COVID. They have been using that time to do upgrades and repairs and had not finished all when we arrived. They had however managed to get staff and food so that we could refresh and get ready for the drive home.

I think that the following pictures say it all, a notable presentation of the marquee, magnificent weather, a twisty road, and good company.

Please provide feedback on Facebook, we might plan another route for next year if a change of scenery is needed.

***See you soon
Keith***

Photography in the following pages contributed by Toby Thomas, Keith Higgins, Jeff Breen, others



**'Drive Your Triumph Day' 2022 TSOA NSW style,
Grey Gums Café on the Putty Road**





AND THE WINNERS ARE



We usually present a vehicle related prize for something that makes their Triumph special. These prizes are very coveted and much sought after and this year the competition was hot.

First Prize for the **WORST WIRING** went to **Neville Bowden**. Neville just edged out the competition with this very clever/shonky connections to his oil pressure sender.



Coming in a very close **Second** was **Richard Harris** in his TR6. I am sure that with a bit more work he could have taken out first prize. Better luck next year Richard. That is if we have the same competition for next year.



Now here is a real surprise, the ever present **Norbert Nieuwenhuizen** in his ever so reliable yellow Stag, in a very close runner up in **Third place**. We do not normally have second and third prizes but the competition was so close it would have been amiss of us to ignore the effort put into the vehicles in preparing them for this the competition.



STOP PRESS

There has been a late protest by Alan Wright who objected to fact that the announcement of the competition was not made loud enough for all to hear and the matter has now been referred to the committee for legal advice .We will keep you all posted on the outcome.



There is one in every crowd ... ?

TSOA Social Run to:



Thirlmere Festival of Steam and Village Fair

2 Barbour Road, Thirlmere NSW 2572

Sunday 13 March
11:00 am at Thirlmere

Meet: Luddenham
Village Café,
3035 Northern Rd,
Luddenham 2745



Time: 9:30am for coffee and pastry, departure **10:30am**

Cost: Tickets are available for the Museum and Steam Train Rides, please book online, or purchase at the venue. Prices range from \$5 to \$30 depending on your choices.

NB: Please note the train rides are limited and booking beforehand is essential (see Link below)

Lunch: Food vans will be on site, however if you would prefer a sit down lunch, I have booked tables at the nearby Vaby's Restaurant, 2 Station St Picton; 20 seats for 1:00 pm

Please register to attend this event on the TSOA website by Thursday 10 March - <https://www.tsoansw.org.au/triumph/>
Contact: Geoff Batty. 0428 242 597 geoffrbatty@gmail.com

Link to Thirlmere Festival of Steam
<https://www.thirlmerfestivalofsteam.com.au/>

TSOA Social Run to:

Kurri Kurri Nostalgia Festival



Sunday, 27 March

**Meet: Pie in the Sky Cafe,
1296 Old Pacific Hwy,
Cowan 2081**

Time: 8:00am for 9:00ish
departure if you are not
entering the Shannon's
Show & Shine.



If you are entering the Show and Shine* you must register and have your ticket in hand before the day. Show & Shine vehicles are to be parked **onsite by 9:00 am**, aim to **arrive before 8:45am**. ***Registration for the Show & Shine** closes 10 business days prior to the event i.e. Monday 14th March.

Lunch: 12:00 pm

Venue: TBC Kurri Kurri Hotel

Due to Covid issues we may have to eat outside from one of the many food truck options, or you can BYO Picnic.



Please register to attend this event on the TSOS website by Monday 14 March :-

<https://www.tsoansw.org.au/triumph/>

Contact: Geoff Batty. 0428 242 597 geoffrbatty@gmail.com

Links to Kurrie Kurrie Nostalgia Festival:-

<http://www.kurrikurrinostalgiafestival.com.au/>

<http://www.kurrikurrinostalgiafestival.com.au/event-program>

Team Triumph Road Trips

Members who might be interested in joining any of these longer road trips are requested to advise to email the nominated organiser(s) so that numbers may be established as early as possible. We need your contact details in order to forward more detailed information direct to participants. That email contact is not a commitment. Having an early indication of our numbers has become increasingly important as accommodation across country NSW is becoming generally more difficult to secure.



Trip 1 – Mudgee Vineyards Sunday 22 May to 25 May(tbc) 2022

Philip and Leigh Larmour have stepped forward to propose to members a road trip out to Mudgee via the Putty Road and The Hunter Valley. The suggestion is for 3 nights in Mudgee, including an optional vineyard tour, and then ambling back to Sydney via Rylstone, Blackheath, or anywhere else that you might wish to wander.

Phillip Larmour email:
larmour@tpg.com.au



Trip 2 - VSCCA Cootamundra Sprints Saturday 20 August 2022

Jeff Breen email: jeff.m.breen@gmail.com



Trip 3 - 41st National Meeting Tanunda SA week 21st to 28th October 2022

Jeff Breen email: jeff.m.breen@gmail.com



GENERAL NOTE: Prior registration is mandatory for club insurance purposes. Members with concessional registration (HVS,CVS) are advised that road trip dates will be entered onto the official club event calendar. Additional days will require the member to use his/her log book system.

50 TRIUMPHANT YEARS

Mr. Roger Gates

Part One 1

In The Beginning

Well not quite the beginning, but closer to the beginning than it is today, I was out looking for a sports car. It was right at the beginning of 1970, (there is that word "beginning" yet again). Several months earlier I had driven the EK Holden that had replaced my trusty 80 inch wheelbase Land Rover, down from Darwin. Stopping at every fuel stop for oil, and occasionally for petrol, still it got me here. I was working weekends at a BP servo in Merrylands, and another bloke working there part-time knew I was looking for a sports car, and suggested I went along to Fair Deal Holden in Parramatta, where he worked full time, and have a look at the new GTR Torana. A real sports car, he said. Oh yeah?

Anyway, I was desperate, the week before I had even looked at an Austin Sheerline! I know, whatever possessed me. Whatever, I trotted down to Fair Deal's one day, spoke to the salesman, he took the EK for over half an hour, came back and offered me \$125 trade-in on this GTR, probably all it was worth really, what irked me was that he wouldn't even let me sit in the Torana let alone test drive the ugly heap of rubbish. Didn't really matter, what I really wanted was another big Healey. In a previous life I had owned an early 100/4 and a 100/6 and hoped I might get into a nice 100/4 again. Alas, all the good Healeys I saw were priced well over the top, much as they are today. The cheap ones whilst priced well under my budget, were the saddest looking pile of relics I had ever seen. Ah well, I shall keep looking, maybe a cheap Lotus Super 7 will show up, or better still someone looking for a good home for his no longer needed Green Label Speed Six Bentley!

Just after Christmas 1969 I got a call from an old mate in Darwin. He had his heart set on a good low mileage E-Type, could I try and source one for him, and let him know. Well, I gotta tell yer in late '69 early '70, E-Types good or bad were even rarer than Healeys, but I did keep searching, whilst keeping an eye out for my own needs. Then, I think it was late January or early Feb. I was driving home from somewhere up north, Newcastle possibly, and whilst sitting at a red traffic light on Pacific Hwy at Pymble, I spotted across the intersection of Lane Cove Rd what was a small car yard, and from where I sat it looked like it was loaded exclusively with sports cars.

When the light went green, I made a hasty right hand turn and pulled up in Lane Cove Rd. (Yes, you really could do that in those days) I walked into the yard and found that it called itself 'Gemini Sports Cars.' I spoke to

the bloke in the small office, Noel Jones, a little more of him later. No, he had not seen any E-Types for ages they were apparently in high demand from the owners of illegal gaming establishments and other 'spivs' and consequently out of his league. I turned to leave, and then as an afterthought turned back and asked if he had a 100/4 Healey. *"had a really nice early 3000 in here last week, first Healey I've had in months."* he replied. Curses, just my luck I thought.

"I've got a nice MGTC out there" he said.

"No thanks," I replied, *"I've been there and done that."*

"What about the TF 1500 next to it"

"No, I really want something with go like the big Healey, or even a Lotus 7 if you can get something like that"

"Ah you need to look at one of those TRs at the back of the lot, there is a TR2 and a TR3A there."

"You've got to be kidding haven't you" I replied, *"TRs are just a rusty pile of ill handling rubbish aren't they?"*

"Why don't you take one for a drive and see what you think? The two I've got are in really good condition."

What the heck I thought, and I'm not doing anything. I knew enough about Triumphs to know that the 3A had disc brakes up front, and the 2 didn't, so Noel pulled the 3A out for me and handed me the keys. I turned out of the yard and into Lane Cove Rd. A daggy, pot-holed single lane goat track with construction barriers everywhere. The road was about to be built into what we know today. I had barely gone a mile down the road, and I thought *Hell, where does all this torque come from?* Yeah, sure it is a tractor engine, but tractors don't pull 6Gs; this does it easily. Not only that it is really well balanced, handles well, stops brilliantly and the steering is fantastic. And that exhaust note! Pure rapture.

Maybe I have been driving EK Holdens, Land Rovers and 35ton mobile cranes for too long. Anyway, I reluctantly turned the car around, and headed back to Gemini. I say reluctantly because I had not had that much fun behind the wheel of a car in a couple of years. I got back to Noel and asked, rather breathlessly, *"emmachisit?."* Noel gave me a figure, and I thought *goodoh* that's right on budget.

"Is that your Holden out the front?" he asked. I replied in the affirmative. *"do you want to trade it?"* Again I nodded. *"It looks to be in good shape. Hasn't been a taxi has it?"* The car had a full width grab rail behind the front bench such as you used to see in taxis, but this car had not been a cab and I told him so. *"How does 600 bucks sound?"* I couldn't believe my ears, there was half the TR paid for already. Half an hour later I was tooling down Pacific Highway in a powder blue TR3A, being mesmerised by that fantastic exhaust note.

The Car

The following Saturday at the BP in Merrylands, after my morning shift all was quiet and the owner of the garage, Col Becker, suggested I put the car up on the hoist and give it a once over. It just so happened that I had a new oil filter ready to go with me, and so a full grease and oil change was performed. After the servicing a further inspection of the car was carried out. A bloke who ran a T-Bucket dragster with a 350 cubic inch big block Chevy motor used to drop into the garage for a social chat on odd occasions and happened to be there that morning. He accompanied me on the inspection. It was he that spotted that the car had been the recipient of a "cut and shut" at some time.

"You've been sold a 'pup' there mate." He sagely informed me. I had a close look at the work that had been done, and it was clear that an entire back end from the door jambs back had been grafted onto the front. Closer inspection revealed that the chassis had not been touched, and that the body graft appeared to be accurate, and the welding done professionally. The same weld is still intact today, so the proof, as they say, is in the pudding.

The TR was really only being used for short trips around the suburbs which I was still getting used to. As I lived in Potts Point, and worked at Zetland, there wasn't much driving to be done except on weekends. I hadn't exceeded the urban speed limit in the car, and as it was a dry summer, the integrity of the tyres had not been questioned. I hadn't given a close inspection of the tyres, except to know that they were Pirelli Cinturatos with good tread. It wasn't until travelling home from another part-time job, this time washing taxis at the Golden Fleece service station at the foot of Gladesville bridge, that I had my first indication of all not being well. It was 2am and I'd had a long day. It had been raining earlier, and as I made the left hand turn from Victoria Rd. onto Pymont Bridge Rd. Whammo!! the car did a greased lightning 180. Luckily in those days at 2am there was nobody about to either witness or be damaged by the debacle. Obviously, a patch of oil on the road I thought, and put the experience into the grey vault.

The next night on the same journey, same time, same location, same road conditions, the same situation again, only this time I was a little more switched on and caught the car quickly without further embarrassment. So this is what all the MG owners mean by "ill handling, oversteering pigs of TRs". Anyway next morning I had a much closer inspection of the tyres. I was surprised to see what appeared to be a seam running around the upper edge of the wall, and size indicators that showed 5.90x15, a cross ply size instead of the radial size of 165x15 which I expected. The Cinturato tread pattern appeared to be correct.

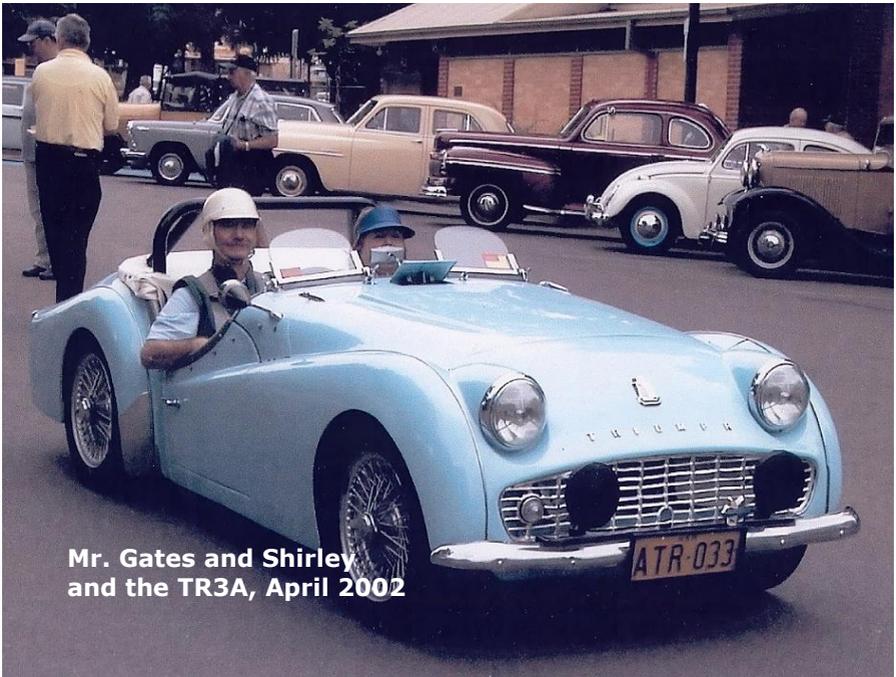
I was working full time for Olympic Tyre Co at the time, so I had no excuse for dodgy tyres. Next morning after the aforementioned incident I went into work early and headed down the back of our complex to seek out the manager of Beaurepaires, the factory where Olympic tyres were made, and get his advice. *"Ah, you've got a set of re-caps on there my son"* *"What the dickens are re-caps?"* I replied, having never heard of them before.

He then gave me a detailed description of stripping down a worn out tyre, then buffing the casing and moulding a new tread onto it, he also told me that the Pirelli tread and Michelin X patterns were the most popular for that process. His advice was that I put on a new set of Olympic Pattern 65 radials and given my excellent staff discount that is exactly what I did. When I picked the car up in the afternoon, the factory manager was waiting for me. *"it's all good"* he said, *"we've given it a wheel alignment, it was toeing in a fair bit, these cars tend to be a bit heavy in the front end. We've put 32psi in the front and 28 in the back, see how you go with that"* It was good advice and generally for normal road use I have stuck with those figures ever since.

The next Sunday a sightseeing run over the Harbour Bridge and up the Pacific Highway to Wahroonga returning via Pittwater Road and Mosman was a revelation. The car was a whole lot more sure-footed. When I finally got around to driving in the country, I quickly discovered the inadequacies of TR seats. Whenever you took on a left-hander with some vigour, the seat springs wanted to compress on one side, and launch you out over the cutaway door on the other. At this time I had not fitted the seat harnesses or rollover bar. So the first big modification was a set of tailor made lightweight racing buckets, which served well right up until the cars restoration in 1988. I still have them, and sometimes consider putting them back in the car, as now once again with original seats, I remember why I took the originals out in the first place!

I had only owned the car for about a week, when one night working on the taxis, a cab pulled in and got fuel, and a fellow with a strong American accent came up to me and asked who owned the TR. I told him I did and he said *"OK"* and jumped in the cab and drove off. About 15 minutes later, a Firestone Tyres utility drove in. The guy driving spotted me and came up asked if I owned the TR. I replied that I did, and he asked if I knew of the Triumph Sports Owners Association. As it happened 5 years earlier when I lived in Adelaide, Sam Savis the husband of a girl I worked with and who owned a Triumph Spitfire called into the office and after our usual opposition sports car banter, he said that a group of mad Triumph owners were having a meeting that night over at Norwood tennis club to see about setting up a new car club dedicated to Triumph sports cars, did I want to come along join in the fun? At the time I owned an Austin Healey Sprite, so I knew where the fun would be directed.

So I told Bob Fulton, for that was his name believe it or not (though not the famous one), that I was aware there were such clubs. Bob informed me that a social gathering was being inaugurated the following Tuesday night at the ARDC in Norton St; and if I went along he would introduce me to some of the other members. I let him know I would see him there. I was about to knock off for the night, when a beautiful red TR6 screamed out of Victoria Rd; and into the forecourt and then parked next to my 3A. The 6 had only been released in Australia a couple of months earlier so it was the first one I had seen. At first sight I thought it was the best looking sports roadster I had ever seen. The guy with the Yank accent who had called in earlier jumped out and introduced himself as Don Trudgitt. He also spoke of the TSOA and said if I got along to the next monthly meeting he would be there and would look out for me. I thought at the time, if these guys enjoy 'poncing' around the streets at 2am in the middle of the week, they sound like my kind of people. I'd better be there or be square.



Mr. Gates and Shirley
and the TR3A, April 2002

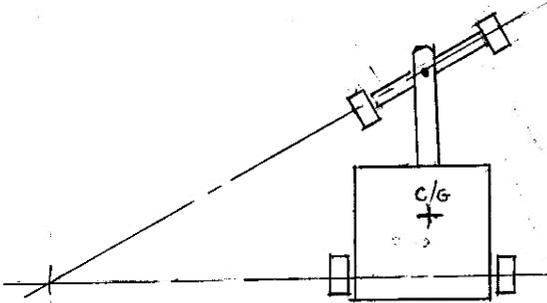
To be continued next month with
THE CLUB

Swing Axles, Rudy the Acker and Sounds of Silence...

Ok, so have you done the shiny concrete car park test from 'Secretary's Ramblings' February TRead?

I divert from swing axles for the moment to examine the virtues of the billy cart. Have you ever wondered why a billy cart rolls around corners with little resistance and such effortless ease?

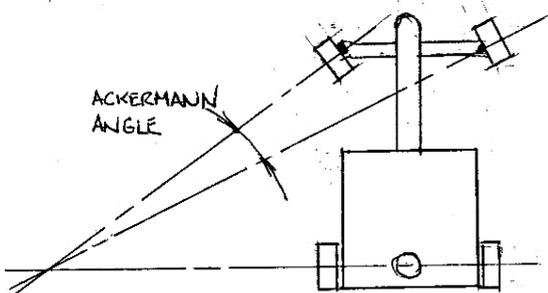
The answer is quite simple – by virtue of the billy cart geometry, each wheel is actually turning about the same radius centre with no wheel fighting another for precedence.



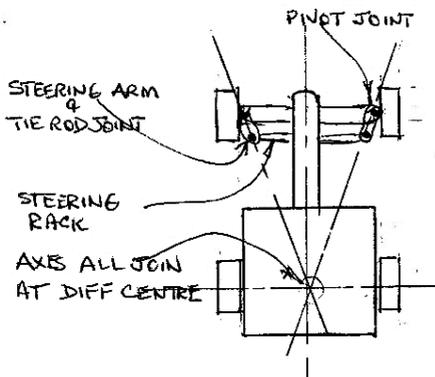
The catch is the tighter the turn the more likely the cart will become a Mr. Bean three wheeler and fall over. Not to mention that the footwells will fill up with wheels leaving no room for feet...

There is also an issue with the overturning moment arm getting shorter and less able to resist a roll over along its axis!

So, enter the 4 wheel horse draw coach and then the motorised wagon.



Clearly the inside front wheel must turn in more than the outside wheel for both to turn about the same radius centre as the back wheels. This difference is not great, maybe only a few degrees, but with sticky rubber this difference in angle is critical for tyre wear and consistent steering effort.



Back to last month – Erasmus Darwin designed a steering linkage system for horse drawn coaches to achieve this angular difference. Whilst only small, this angular difference was sufficient to stop both front wheels screaming at each other and tearing up the cobblestones.

Just a bit of geometry really.

Now, because of other geometric indiscretions committed by the designers, the Ackermann effect in Herald/ Spitfire/ Vitesse/ GT6 really goes off after the wheels are turned more than 20 degrees.

Try it and see - turn the wheels to about 20 degrees and try pushing the car in a car park. (Hint: insert ear plugs if doing same on shiny concrete)

That's it for this month folks. Get involved in the conversation and ...*go the swing axles...*

Cheers,
John Whittaker

MINUTES OF TSOA (Ecurie Triumph) NSW INC 695th General Meeting

Carlingford Bowling, Sports and Recreation Club, Carlingford.
Tuesday 8th February 2022. Start at 7:36 pm

Chair: President Lorraine Mooring **Minutes:** Secretary John Whittaker
Apologies: Craig Sankey; Owen Sinden; Keith and Merran Higgins; John Guselli; Helen Carter; Debby Stokes; Helen Harrold; Peter Yeend; Max Walker.

Welcome: To everyone and particularly **Bruce Meppem – congratulations on his 90th Birthday!** Stories and a cake are on tonight.

Minutes Jan Meeting: Accept and proposed Phil Larmour; seconded Eric Hanich; accepted.

President: Lorraine Mooring

- Urgent message from the SA organisers requesting people who previously registered for the SA National Meeting in October please reaffirm their intention to attend as there is a long waiting list.
- Note that Jeff Breen is organising the extended road trip to SA for the Nationals.
- Please let Geoff Batty know tonight if attending the John Black Run on Sunday.
- Thanks to Nev Bowden for helping Rod and Shamira Skinner out last meeting when their car 'failed to proceed' to the meeting.

- Note that Tahmour Inn Show and Shine appears to be mainly for bikes. Not on our calendar as such.

Vice President: John Stokes

- Remembered driving flat out across the Harbour Bridge with Bruce in the old days – now long gone!
- All British Display Day at the Kings School in September – urged all to start preparations now to make it the best ever.
- Trophy on the front desk – “John Thompson Ecurie Triumph Trophy” – 60 years of history engraved on the plates. 2020 winner congratulations to Geoff Byrne.
- Geoff noted that it is a serious trophy with a dedicated set of strict rules. In the old days there were lots of members competing for the trophy. The winner for 2021 is Andrew Gibson with his TR3A – racing that car since 1968! Hope Andrew may be able to come to the April meeting for the presentation.

Treasurer: Laurie Bromley

- Detailed statement tabled.
- Summary approx. \$80k in total funds.
- Request for members to please ensure accuracy of names accompanying any payments.

Ecurie Triumph: Geoff Byrne

- Most recent event at Wakefield Park with the weather forecast for heavy rain. At practice on Friday some cars were identified for loud exhaust over the 95db limit. Noted that noise was probably enhanced by the very low cloud layer. Saturday practice was on a dry track but by lunch the rain caused officials to cancel racing for the afternoon. Sunday damp but driveable.
- Self-scrutineering – new application of rules – one competitor lost a wheel after overtightening the wheel nuts – called before the Stewards for a reprimand for an “unsafe car” being declared as “safe”...
- Phillip Island event coming up soon with many interstate competitors running.
- LM reaffirmed our intent to conduct an extended social run to the event in 2023.

Social Director: Geoff Batty

- Supported congratulations to Bruce.
- Reported a great day at the Wombarra Barefoot Bowling event. Prize for the best hat competition goes to Peter Yeend – hat and wig combo! Present the prize next meeting.
- Sir John Black birthday run this Sunday – Can’t be there so handed to Keith to coordinate the run.
- End of March – CSCA Round 1 at Wakefield Park and Kurri Kurri Festival on the same day.
- Social planning is working around a policy of short and longer runs.

- Noted the TR6 is progressing and well on the way towards completion.

Editor: Jeff Breen

- Was very enjoyable doing the February TRead edition.
- March will be posted before any competition events on which to report so social and technical will feature next.
- The two big road trips being organised by self and Judy are being confirmed early because accommodation along the way is fast being booked out by tour companies. Keep in touch if you wish to come to Cootamundra and SA national Meeting with the entourage from our club.
- March edition TRead – need plenty of photos please.

Point Score: James Rose

- Again bring cars and friends. Ensure you log in via the website and get your name on the list of attendees for those hard won points towards the Clubman Trophy.

CMC/Membership: Norbert Nieuwenhuizen

- Still about 80 to renew for 2022. Some cars on concessional registration included.
- Council of Motoring Clubs - last meeting was cancelled, hope for the next to go ahead.
- Tony de Luca awarded an OAM posthumously. Kay also awarded an OAM.
- Urged everyone to check the CMC magazine sent out to members in the club bulk-out.
- Tickets still available to Shannons Day at SMSP in August.

Regalia: Tony and Lyndon Moss

- Cloth sew on badges passed around for perusal and ordering - \$9 each.

WebMaster: Eric Hanich

- Announced findings of a review of “hits” on the club website.
- Noted that the fourth greatest number was on the classifieds and there is nothing on the page!
- (Q) Geoff Byrne – is there a link to advertise parts with other States?
- (comment) John Stokes – noted that facebook seems to be the key selling place for parts.
- (A) Eric – will review ways and means.

GENERAL BUSINESS:

Happy Birthday Bruce. Cutting of the birthday cake – enjoyed by all.

Phil Larmour – watching the values of Triumphs rising at Shannons auctions.

Mark Smith – just joined, immaculate Mk4 Spitfire featured on the back cover of Feb TRead. Noted the history of acquisition of this 'family heirloom' and the costs of importing the car from the UK.

JW – Go the swing axles!

Owen Russell – wished Bruce well. Noted many stories that should be kept quiet!

Geoff Byrne – lifted the lid on one of Bruce's risqué exploits at a Bette Midler concert some years ago.

Roger Gates – Related a recent incident with his TR3a and what owners must do to avoid this problem – broken front stub axles – brgs must have factory end play and not preloaded to avoid the brg seizing and spinning the axle which spins the nut off. Fortunately found the bits and jury rigged the wheel to get it home.

Mark Larmour - Request for anyone who can help with a laminated screen for his dolomite. Must have laminated for logbook certification. Also, found a set of 16" wire wheels if anyone interested.

Meeting closed at 8:52 pm.

Hunter Happenings

TSOA Hunter Area Meeting 01 February 2022

Present: David Hynes, Michael Debono, Alan Watson, Steve McGill, Bryan Mclean, Chris Lancaster, Wayne Wheaton, Rob Guyder, Rick Schmalzer, Alan Watson.

Apologies: David Walshe, Michael O'Brien, John Derrick, Graham Paterson, Terry Burns, Rowan Burns, Ian Lovi, Barry Prasil, Daniel Herringe, Michael Markey, Chris Johnson, Doug Brodie, Damien Whittaker, Bruce Milner.

Events on the horizon:

Sunday 13 February 2022 Sir John Black Commemorative Drive Your Triumph Day. Alan Watson mentioned that suggestions are open for this day. Club members can use a log book day to attend any event that is proposed.

General Business

Rick Schmalzer: Rick has been taken out on Alexander's fishing boat. A not overly enjoyable experience as Alexander is such a dedicated angler that creature comforts such as seats are disregarded in the pursuit of larger and larger fish.

Rob Guyder: Rob reports that Nelson Bay is finally calming down after a hectic festive season. He knows that some days the Marine Rescue registered one hundred boats participating in the Bay. Rob and his wife are planning a trip to the US in March. More particularly, they will be near Nashville meeting their two year old Granddaughter for the first time. Rob pointed out that they are flying United through a travel agent. A recent flight change led Rob to complain which saw almost similar flights restored. The writer has only ever purchased discounted online fares and attests that there is no customer care that Rob experienced.

Michael Debono: Michael told of a fellow collector friend approaching him and offering him the biggest Sidchrome wall cabinet Michael had ever seen. Recovered from the ground in a scrap metal yard, Michael secured the vintage item for \$100.

Bryan Mclean: Bryan told of an incorrect record maintained by the NSW RMS in respect to Bryan's Kia. The RMS had it recorded as being a 2 litre engine not a 1.6. A blue slip was necessitated to correct this error, an insurance risk. Thankfully the \$31 was reimbursed by the dealer Bryan bought from. Bryan is no longer the owner driver of a John Deere ride on. He managed to sell it recently and because Bryan, as is his wont, had so well kept the John Deere, the purchaser did not realise the mower was 22 years old !

David Hynes: David and Judy attended the rapidly scheduled Fish n Chip run, attended by Alan Watson and David Walshe. He also previously attended the Newcastle Combined Italian Auto Organisation event on New Years Eve at Swansea Channel which was a great event. David saw a large number of people on jet skis and piloting boats stopped by Water Police and walking away, a great deal of non-compliance. Soon he will attend Canberra Italian Festival in the Stag even though RMS think it's still gas powered.

Wayne Wheaton: Wayne has been attending Sydney frequently lately being a Granddad. Well done Wayne a cherished service. He is awaiting his Spitfire being chassis spacer equipped by his panel beater. Asked by the writer, Wayne fitted the new wiring loom himself.

Steve McGill: Recently Steve accompanied Alan Watson on Australia Day to Tea Gardens via the Buckett's Way. Steve spoke glowingly about the drive and perhaps it is the first time that two TR6s were seen in Tea

Gardens. Steve advises there was only one venue open to purchase food from. Steve also reported some annoying exhaust issues were eliminated by the good work of Toronto Exhausts. Steve explained that the repairer was constantly interrupted which led to Steve waiting 3 ½ hours, a long time in anyone's language. For all that and the great result he was charged a mere \$100. In the writer's view this business needs to be remembered by the club and patronised.

Chris Lancaster: Distinct from the account of Rick Schmalzer, Chris told of a more comfortable boating journey recently on Lake Macquarie. One of Chris's sons took him for 2 1/2 hours in a Bowrider made by Larson of the US. Chris told of an extraordinary experience he and Julie recently enjoyed travelling to Albury and back. Tasked with putting a gentle 2,500 km on a brand new mid engine Corvette, Chris and Julie picked a most efficient way to rack up 1500km by travelling in this 'supercar' to Albury and back over two days. The car was quite visible in hi vis light green and to most car people it would be thought to be a Lamborghini or a McLaren, such is its obviously mid engine, GT40 reminiscent appearance. Chris was most impressed by the seats which after hours and hours were not uncomfortable or caused you to move position. Julie drove the vehicle several times and collectively they liked it, but not for shopping with limited storage. This was all in aid of carefully breaking-in the car to participate in an event at Wakefield Park where Wil Brown, whom Chris's dealership sponsors, will put it through its paces in an event. Currently there are 42 orders for this striking vehicle. Chris is relieved the vehicle has gone as its long doors caused congestion in the garage. Chris has sent around a Youtube clip of Newcastle during World War 11 which is quite detailed. Anyone wishing to see it should email the writer.

Alan Watson: Alan has been on two drives recently in the TR6 and is pleased that it is running well.



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

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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	Ken Peters	0417 676 199	
CMC – Council of Motor Clubs	Norbert Nieuwenhuizen	0415 207 748	Membership@tsoansw.org.au
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.

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TRead Distribution Officer	Allan Wright	9451 0165	allan-renate@inet.net.au

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		
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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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

*Notes: Attendance at club events marked (R) **MUST BE PRE-REGISTERED** via the TSOA website. Hunter Group Events - check in via Alan Watson. Specific details for events may be found at the dropdown panel at 'EVENTS' in the TSOA website, and also in these pages of TRead. The Events listed on this calendar are formally registered club trips – logbook entries are not required. 'Non TSOA Events' that may be included from time to time must be log-booked for HVS and CVS registration purposes. Events marked (*) are Clubman Point Score events. TBC (to be confirmed); TBA (to be advised)*

MARCH

- Tues 01 Hunter General Meeting* -
Alan Watson – 0418 662 114
- Wed 02 TR Register Coffee & Cake –
John McCormack – 0413 312 134
- Tues 08 Sydney General Meeting* -
Lorraine Mooring – 9652 0664/ 0410 468 663
- Sun 13 Social Run* Thirlmere Festival of Steam (R)
Geoff Batty – 0428 242 597
- Mon 14 Sydney Committee Meeting
- Sun 27 CSCA Round 1* Wakefield Park – Host - LOTUS –
Glen 0418 640 188; Ken 0417 676 199
- Sun 27 Social Run* Kurri Kurri Nostalgia Festival (R) –
Geoff Batty – 0428 242 597
- Wed 30 Sydney Coffee and Cake: Lake Parramatta Reserve (R)
Keith Higgins – 0409 656 577

APRIL

- Tues 05 Hunter General Meeting* -
Alan Watson – 0418 662 114
- Wed 06 TR Register Coffee & Cake –
John McCormack – 0413 312 134
- Sun 10 Sydney Social Run* TBA – (R)
Geoff Batty – 0428 242 597

APRIL

- Tues 12 Sydney General Meeting* -
Lorraine Mooring – 9652 0664/ 0410 468 663
- Mon 18 Sydney Committee Meeting - TBA
- Sat 23 Social Run* SMSP (R) Geoff Batty 0428 242 597
CSCA Round 2* SMSP South, Host -Sprite Club
Glen 0418 640 188 / Ken 0417 676 199
- Wed 27 Sydney Coffee and Cake – Cafe Sasanqua Glenorie (R)
– Keith Higgins – 0409 656 577

MAY

- Tues 03 Hunter General Meeting* -
Alan Watson – 0418 662 114
- Wed 04 TR Register Coffee and Cake –
John McCormack – 0413 312 134
- Tues 10 Sydney General Meeting* -
Lorraine Mooring – 9562 0664/ 0410 468 663
- Sun 15 Social Run* National Day of Motoring – Berry (R)–
Geoff Batty – 0428 242 597
- Wed 25 Sydney Coffee and Cake: Bayside Cafe, Carrs Park (R)
– Keith Higgins – 0409 656 577

JUNE

- Wed 01 TR Register Coffee and Cake –
John McCormack – 0413 312 134
- Tues 07 Hunter General Meeting* -
Alan Watson – 0418 662 114
- Fr 10/Sun 12 Ecurie Triumph* HSRCA – SMSP –
Geoff Byrne – 0418 409 170
- Tues 14 Sydney General Meeting* -
Lorraine Mooring – 9652 0664/ 0410 468 663
- Sun 19 Sydney Social Run* - TBA (R)
- Mon 20 Sydney Committee Meeting - TBA
- Sat 25 CSCA Round 3*- Pheasant Wood Marulan – Host –
MG Newcastle
- Wed 29 Sydney Coffee and Cake – Vanilla Cream Cafe,
Annangrove (R) Keith Higgins – 0409 656 577

CLASSIFIEDS

Free to a good home!

Set of Triumph Herald window glass: front windscreen, back, door and rear side with some spares and NOS rubbers. Only missing ¼ glass. **Contact: Terry** at email - twburns60@gmail.com

Wanted

Triumph Herald 1200 Saloon preference good condition and rust free. **Contact Craig** at email - Sankey.cj@gmail.com

For Sale

Triumph GT6 Limited Slip Diff - 3.89 RATIO

- The diff has been completely rebuilt with Timken bearing and new oil seals and has not been used since the rebuild.
- The LSD is a 'no spin' Detroit locker which is ideal for racing and sprinting but not ideal for road use.
- The LSD dogs are in excellent condition and photos are available if required
- The crown wheel has some minor corrosion on the toe of a couple of teeth, but this should not affect operation. One new inner axle has been fitted. The front mounting plate is new.

Price: \$2000

Contact: Geoff Byrne 0418 409 170



