



TRead

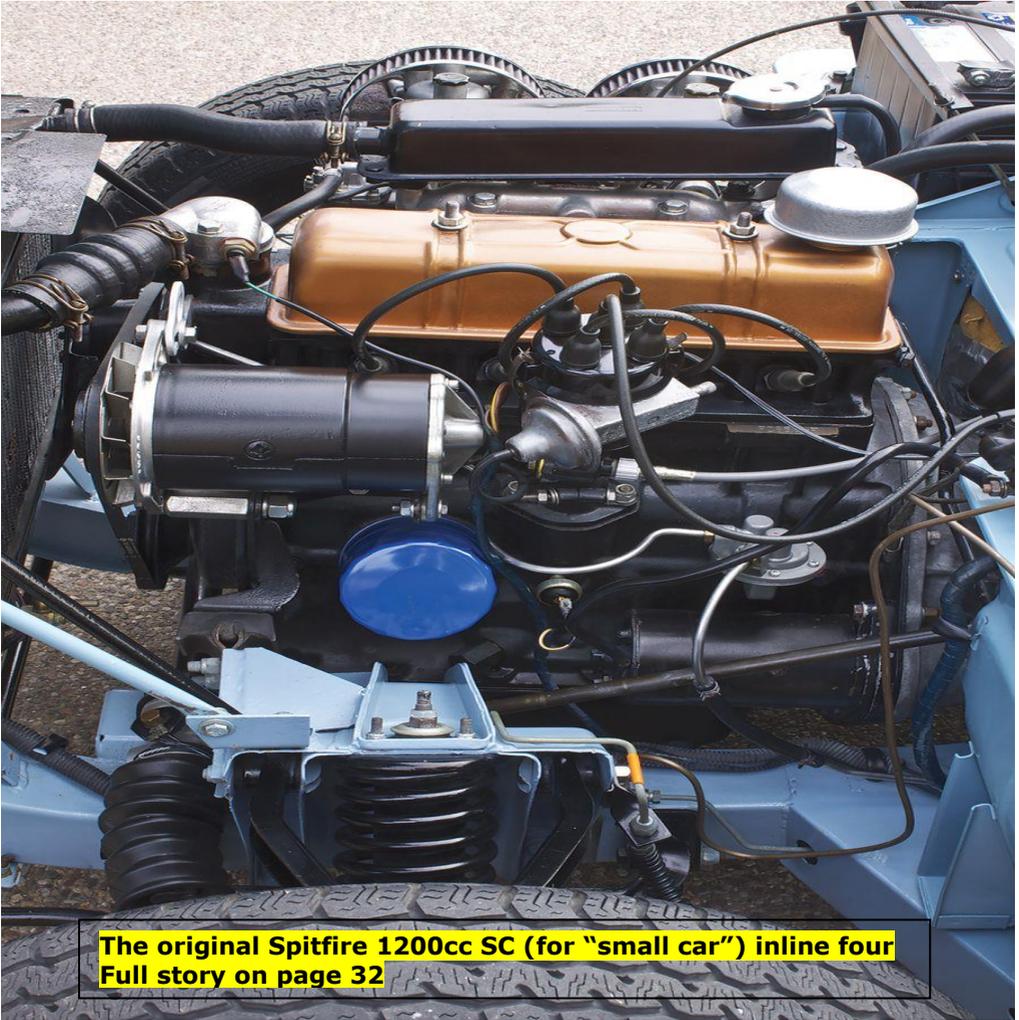
April 2022

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

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**The original Spitfire 1200cc SC (for "small car") inline four
Full story on page 32**



Vale Filippa White (nee Buttita)

It is with great sadness that we confirm the peaceful passing of Filippa White on 27 March this year.

Filippa was wife to club member Ian White and mother to Paloma, the family joined us at many TSOA social events in recent years. Daughter of Nunzio and Maria, Sister of Frank, Sister-in-law to Jill, Kerry and Sharon and Aunt to all of their children.

A passionate and devoted Artist who impressed with her work and inspired with her courage.

Our thoughts and prayers are with Ian, Paloma and the family.



Vale Terry Harris

We are saddened to announce the passing of Terry Harris on Sunday March 27.

Terry had a great passion for racing cars - T51 Cooper Climax, F2 Birrana, Austin 7 Special, the super-quick Porter Brothers built Datsun 2000, the salvaged and beautifully restored Nota Din - all found a home at the Harris'. But the car we most remember is the 'Harris Green' Triumph TR3A that he owned for most of his life.

With its 3 litre/200bhp engine it was a hillclimb championship winning combination and a regular in Sports Car Racing for many years and is still treasured by his family.

And always beside him was his beautiful wife Noelene. We take comfort in knowing they are together again.

Our thoughts are with Terry's children, Greg, Sue, Martin and their families.



Presidents Report - April

Lorraine Mooring

Greetings one and all.

Just when we thought life was beginning to emerge from lockdown, we again have had to cancel some of our activities.

It was with disappointment that I was compelled to cancel the March General Meeting. The Police had advised people to stay home if possible and with road closures and potholes, not to mention the heavy storms predicted, I felt it was the correct decision.

Needless to say I hope you are all looking forward to joining us at Carlingford Bowling Club for the next meeting where we are pleased to have long time member, **Andrew Gibson** as our guest speaker. Andrew is a regular competitor with the Ecurie Race Series in his TR3A and as a GP doctor I believe he will have some interesting stories for us about dealing with COVID, among other things.



A regular social run is scheduled for Sunday 10th April, weather permitting, this will be to the beautiful Megalong Valley Tea Rooms. Check the website for updates on this venue.

Also in April we have planned an outing to **Sydney Motor Sport Park** to watch our members run in the CSCA Supersprint races. TSOA has been competing in this series for **50 years** this year, and it is always spectacular to see our classic cars mixing it with the other clubs. Don't miss your chance to see what this exciting sport is all about. TSOA will be providing lunch so please register for the event. **ENTRY IS FREE** – see the magazine and website for details.

Phil and Leigh Larmour have been very busy planning our 4-day trip to **Mudgee** in May. Places are limited so please check with Phil if you want to be included – larmour@tpg.com.au

Once again, this latest rain burst has interfered with the plans for a drive to the Kurri Kurri Festival, so we had to pull the plug at the last minute. This is a fun event on a sunny day as the drive up to the Central Coast is a delightful one and the atmosphere in Kurri Kurri is definitely back to the 50's. We will try again next year.

No doubt many of you have taken the forced 'stay at home' period to tweak things on your favourite cars (sorry, only a woman would call it tweaking). Perhaps, like Geoff Batty you have found many new skills as you learn to solve any issues that have arisen. Other members may benefit from your experiences so feel free to write something for inclusion

in **TRead**. It doesn't have to be a literary masterpiece, just a story of how and what you were able to do to have your Triumph performing at its best. Include any photos which our editor can use if he has the space.

Thank you to your committee who continue to change arrangements as each situation arises and to our members for your understanding when we have to cancel at the last minute. Hopefully things have settled down now and the remainder of the year will see us out and about a lot more often.

**Take care and stay safe,
Lorraine**

Secretary's Ramblings

John Whittaker

Fresh back on Sunday 27th from Round 1 of the Combined Sports Car Club's (CSCA) Supersprint events and so happy to have left the Yokohama's on – the weekend at Wakefield Park was completely warm and dry and the event was just so much fun. Great to catch up with ten other TSOA competitors including family members – Thomas Derwent's mum Kerry, Mark O'Connell's son Jordan and Stephen Brankstone's brother-in-law Garth. Glen and Sue Coutinho had their 'His and Hers' red TR6's looking immaculate and opened their garage as the social central spot for our members. Sue's Baclava recipe is to die for!

I had an interesting learning experience the night before which became critical at the competitors sign-in on the Sunday morning. I had just discovered how to access google drive and pull up the club membership lists on my phone. Ok, no big deal for most but imperative at the sign-in. The organiser's internet was down at the time and a couple of our members didn't have their membership card with them – hey, no card no entry! I was able to verify their **financial** membership on the spot. We are considering issuing electronic member cards but, in the meantime, please everyone do get a photo of your card on your phone.

Now, the message for the month:

From since a long time ago we allowed annual membership renewals to 'drift in' up to the 31st March. This was a nod to the socially acceptable notion of allowing a three-month grace period for renewals and allowed people to nonchalantly wander back before they lost their membership rights.

The new reality can be found in the RMS conditions for concessional registrations – *owners must be financial members of a registered club*. Our financial and membership year expires on the 31st December. Drive your concession registered car without being financial, be pulled over for any reason and you will be in serious trouble with the RMS.

I am inclined to believe that if any dirt hits the fan, then our club insurance, if called upon, will focus on precedence and financial member status and involve expensive legal argument etc. Our 'drift back' socially accepted norm will not withstand any legal scrutiny where insurance pay-outs are involved.

Life Members need not be concerned. Definition of Life Membership is contained within our constitution for those very reasons intimated above. Everyone else – come on folks, please help by renewing earlier rather than later.

Yes, the ...swing axles... swung very nicely on Sunday.

*Cheers for April folks,
John W*

Club business matters it sure does! *John Whittaker*

ATTENTION!

1. TSOA NSW interpretation of RMS logbook policy on the use of concessional plate vehicles;

Any marque of vehicle with a logbook that lists TSOANSW as the primary club can be used on TSOANSW events without making a logbook entry. The vehicle does not have to be a Triumph and is ok so long as it has TSOANSW listed as the primary club.

Example: Stag/ Land Rover/ Holden – 'Primary Club TSOANSW' then logbook not required for TSOA events, but logbook entry required to use the vehicle for 'Secondary Club' events

Exception: If TSOA extend an official recorded invitation, for example, to the Land Rover Club to attend a TSOA event then any Land Rover Club primary listed vehicle does not need to have a logbook entry for that event. Clearly, ditto in reverse.

Condition: The clubs concerned must be officially registered member clubs of the CMC.

Comment:

The above interpretation makes sense but exposes the facility to list secondary club membership as an unnecessary adjunct.

We welcome alternative views on the RMS policy or examples of how the policy has been applied to concessional operations. Send to tsoansw@hotmail.com

2. Convoy Procedures on Club Runs:

We are developing guidelines for convoys procedures on runs where a larger number of vehicles are involved.

There are many examples of other club policies on procedures that are appropriate to the special needs of those clubs.

Our policy will be developed with Run Coordinators and will be published in May **TRead**.

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

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Membership

Norbert Nieuwenhuizen

NEW MEMBERS

We have 2 new members and 2 retuning members to welcome this month:

- **Mick Roberts** with a **TR4A**
- **Paul Burke** with a **Sedan**
- **Tom Forrest** is a returning member with partner **Anna Claude**, and has a **Dolomite**
- **Paul Burgess** who was welcomed into the club in last month's **TRead** has submitted a photo of his mighty fine **TR4A**



Norbert Nieuwenhuizen
Membership and Concessional Registration Officer

Editorial correction:



In last month's **TRead** we featured this TR6 engine, however we had been misinformed as to the owner and during the month I received the following:....

"Hi ya hope your well and dry, just a little about the TR6 engine bay featured ,it is mine Mr Graham Hawkins not Mr Evans , just so you know and I can wipe back my tears !!

Kind regards Graham.

(still chuffed though Hee Hee)"

Shannons 2021



Yes it is on, and no it is not a typo, even though we all know that it is 2022, Shannon's are copying the Tokyo Summer Olympics and are holding the Shannons 2021 Event in 2022 (??).

It will now be held on **Sunday 14th of August 2022**, and the good news is that we still have some tickets available.

It is the 60th Anniversary of the Spitfire and we will be having 3 Spitfires included in the special concourse display along Pit Lane. The rest of our TSOA cars will be displayed in Area A, as for previous years. Area A is adjacent to the Pit Lane garages.

It is a great day out and you do get to have a run in your car around the SMSP circuit. There will be nearly 2000 cars on display on the day, a huge range of makes and models will be presented for your inspection.

Tickets are \$25 per car so if you have 2 or 4 people in your car still \$25, so not bad value

So please do have a think about coming out and joining fellow TSOA members displaying their cars. It is great day out and considering that we have not had our cars out much due to all the COVID restrictions, a great day to re-appreciate your own pride and joy.

If you would like to purchase tickets please drop me an email or give me a call.

Norbert Nieuwenenhuizen

0415 207 748

Membership@tsoansw.org.au
Registration@tsoansw.org.au



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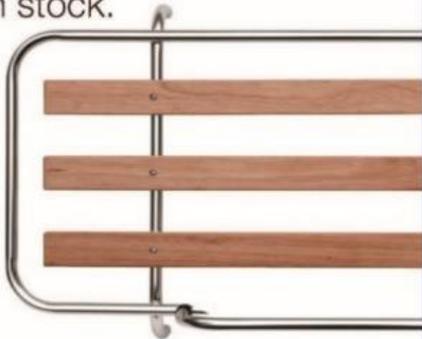
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Motorsport Report -March

Glen Coutinho

Welcome to the motorsport report for April 2022, unfortunately not much to report and for the first time it's not COVID related, there just simply has been very little motorsport happening in March. Having said that the historic meeting at Phillip Island was run over 11th-13th of March, a number of TSOA members made their annual pilgrimage down to the island, I believe a couple of them had a few issues with their cars and I am sure Geoff Byrne will have a full report on the meeting in this **TRead** issue.



The first round of the CSCA Supersprint is due to run at Wakefield Park on the 27th of March and is being run by the Lotus Club, yours truly will be running at the event. In filling out the required forms I noticed it's been a good 4-5 years since we have had the TR6's out for a run and we are looking forward to getting back into the cars and having a go. We have quite a few entries from TSOA so it will be great to catch up with everyone. Given this is the first event for 2022 and it has been a few months since the last event, I would expect this will be a big weekend for Lotus. A full report on this event will be in next month's Tread. The next round will be run by the Sprite Club on the 23rd of April at the SMSP on the South Circuit, I will send the entries out once they open.

On Wakefield, not much to report apart from the fact that Council and Wakefield Park Management went to the Land and Environment Court in March to carry on the battle, Wakefield is using the argument that should the current rules continue to be imposed upon Wakefield by Council, it will be uneconomic for them to continue operating the circuit. Submissions have been made by both Wakefield and Council, they are now waiting on the outcome to be delivered by the Court, expected to take 2-3 months.

On a separate note, it was great to see V8 Super Cars and F1 start up again this month. If the first round of F1 was anything to go by, the new rules have certainly made it very interesting, and it was great to see some different names up on the podium.

See you all at the racetrack sometime soon.

Glen



Ecurie Triumph

Geoff Byrne

ECURIE TRIUMPH REPORT PHILLIP ISLAND MARCH 22

Three TR6's, one TR3A and one TR2 racing, and a TR7V8 running in Regularity, at the fabulous Phillip Island circuit in perfect warm sunny weather ... what could go wrong?

One TR6 suffered a fuel pump failure on Friday requiring a three-hour drive to Melbourne and back for a replacement but even then, failed to properly perform all weekend. One TR6 left on the dummy grid when battery failed, just love those lightweight Lithium batteries that turn off with no warning One TR6 with a rod through side of the block after motor went lean down the long straight, and with a new buyer for the car watching on. One TR3A driver diagnosed with COVID and excluded from meeting. One TR6 driver with a DNF due to a broken link in the metering unit One TR2 driver circulating happily all weekend One TR7V8 driver proceeding slowly due to unknown rear end noises.

But other than those issues we all enjoyed the warm sunny weather and great drive down to Phillip Island, and the carnival atmosphere at Cowes for the weekend. We will all be back next year to do it all over again with hopefully better results!

Go to natsoft.com.au/race results to see all the results and times for the weekend.

Geoff

Editor's Note: Geoff did submit a number of photographs with this Ecurie Triumph Report however due to technical difficulties at my end I have not been able to bring them to you in this edition. I hope to be able to include them in the May edition of ***TRead***. Ed.



SUPERSPRINTS ROUND 1 WAKEFIELD PARK MARCH 27

Under grey threatening skies Round 1 of the 2022 CSCA Supersprint started right on time. The host Club Lotus Australia had 83 starters registered for the day, 11 of whom were from TSOA. The Driver's Briefing at the beginning of the day was brief, succinct and directly to the main points – no racing, obey the track and pit rules and keep the noise down. Drivers were left in no doubt that any infraction would be severely dealt with, and that in particular excessive exhaust noise would see that car removed from the track, for the day ... period!

Representing TSOA on the day we had Jon Newell TR7V8, Brett Gilles Skyline, Sue Tahir TR6, Glen Coutinho TR6, Thomas Derwent TR7 Sprint, Stephen Brankstone MG B, Mark McConnell GT6, Ian Mash MX5, John Whittaker Spitfire, Lindsay Day 2.5PI Mk11 and myself in my road standard TR6. Although most of us were happy with our first day on track for the year, and the speeds were certainly up there however I am not aware of anyone claiming outrageous PBs for around Wakefield Park.

A high proportion of the TSOA drivers had stayed overnight in the onsite cabin accommodation (nick named Chateau Wakefield) which although sparse, was warm, clean and very friendly. The real benefit of Chateau Wakefield is the comradeship with fellow racers the night before the Supersprints, and the easier (not too) early start to the racing day.

The track was dry but coolish all day long (we were lucky), and although it was a well-run day and all drivers had the opportunity to have 5 full track sessions on the day, as mentioned above there were no sizzling PBs for the day noted. Drivers being content to shake out the bugs from last year and to settle into a good brisk pace, and to iron out any mechanical kinks for the year to come. There were a couple of very minor issues throughout the day (coolant and oil spills etc) but overall it was a smoothly run event by Club Lotus.

As can happen it at the end of a race day when everybody is tired and thinking mostly of the journey home that some accidents do happen. In our case one of our number did have a minor trailer/loading accident that put a dampener on his day. That said it was pleasing to see *Team Triumph* work closely together to swiftly untangle the problem, address the issues, make good the repairs required sufficient for a safe drive home. All with a minimum of fuss and a maximum of cooperation. A good day much enjoyed by all (well almost).

Jeff

**“YOU ARE INVITED TO A DAY AT THE RACES “
CSCA ROUND 2 SUPERSPRINT RACES
Saturday 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

**ENTRY TO THE CIRCUIT IS FREE WITH ACCESS FROM
“GATE A” OFF FERRERS RD EASTERN CREEK.**

Supersprints and where they may take you?

Howard Glinn

With the CMC Supersprints series turning 50 this year, and TSOA NSW being one of the founding members of that series, I was asked to write about my time with the club and specifically my time in supersprints. As I've only been a member for 28 years, I can really only cover that period. Prior to TSOA I had had a brief time with the Hillman Club (mine was a 1932 with mechanical brakes so not really a good supersprint car unless you are timing with an hour glass!), and with the Christian Auto Sport that was doing dirt Gymkhanas out near Oran Park.

As my first car out after school was a Daimler Sovereign. I was eager to have an E Type but as a young married couple with a house mortgage we settled for an immaculate Triumph Stag. When we went to get parts at Neil's workshop at Parramatta (I think it was called Sportserve), he offered us a discount if we joined TSOA. And that's where it all really started.

We joined and enjoyed a few other events before being invited to a supersprint. Our first supersprint was at Oran Park about 1994, and I remember Grant Turnbull being ever so good spending time at each run to settle Sue's nerves and encourage her when her first lap times were close to record lap times (and that's not for fastest



time that's for sure). We did a few events before a lap dash at Amaroo (RIP). I remember it well as Sue had a big spin coming onto the short straight before the main one and as I watched from the pit fence I thought "if she comes in, I can kiss the sport goodbye". Luckily she kept going to complete her session but when she did come in, she was shaking and said "we can keep doing this but you must get a cheaper car". The very next weekend we found someone with 2 Dolomite sprints all in parts at Taren Point. We made one car from that and got it registered as Sues daily drive. We ran it in a few supersprints before she was T-boned by an idiot that went through a stop sign. Luckily she only got bruises from the seatbelts but that ended that car. The insurance assessor almost paid out for the Stag by mistake!

We then found a good Dolomite 1850 in a back yard full of Triumphs somewhere in North Parramatta. It was overgrown with grass and bushes pushing through but actually straight and a good car. Then we transferred

all the parts off the old Sprint onto the 1850 but didn't bother to register it. We used that for supersprints for a few years before a slight mistake at Catalina Park when I turned right at a left turn, so that ended that shell as I punched a hole through the safety fence! Good news was we went back to the same house at North Parramatta and bought a second 1850 from him and did the same transfer of Sprint parts. With this car I remember one round at Wakefield where Sue, Kim Lamour and Sharon Turnbull all out doing the supersprint together and they were all going faster and faster each lap and all went 2 laps past the chequered flag as they had become very competitive.

By this stage Paul Davis and Adam Workman had been so great helping me get the car faster with parts often from Sprintparts. As I was having such fun I'd got Greg Morsillo into the club and the sport and that then brought in Mark Morsillo, Steve Morsillo, Terry Donovan and Elliot Wright. Most of them doing a few years of supersprints before moving up to full on racing.

Sue's last supersprint was the TSOA Nationals at Phillip Island in Melbourne. It's easy to remember as she had just had confirmation, before we left for Melbourne, that she was pregnant with the twins, but it was too early to tell anyone. She kept going out to do 6 laps at a time exhausted from the pregnancy but not wanting anyone to know. She was a great sport supporting our racing. I was elected President but as the Stag had gone by then, we raced out to buy the Blue TR7 that had been used in the club for a few years. I remember we did a Yellow Duck Rally where the front left shock totally failed. Sue pushed on so hard to not miss the close time for the day and made it with about 5 mins to spare. It was so hard to drive by then. And after all that stress we had made it in time they then announced that due to issues throughout the day they would allow anyone to finish late without a penalty and man was she cross! And Sue never gets cross. Sue will NEVER let me forget that she smashed me in the grass motorkhana on that event!



Another truly magic experience was the WA National Meeting back around 1996. We went with Greg and Narelle Morsillo and Daren and Deanne Reynolds. We had planned to buy an old 2500 when we got to WA and use it for the competition events, but a local member told us not to bother and let us run his GT6. This was one serious race car! The only problem was that it was a WA supersprint and I'd never raced something with that much grunt so I'm so busy concentrating on passing everyone

and didn't realise why everyone was waving at me. I thought it was because I was doing so well. Turned out it was because the supersprint rules in WA are that your only allowed to pass on the main straight (Whoops!).

On our return I got my full CAMs license and moved on to many years of great racing with many fantastic memories.

Wind forward to 2016 and the boys started racing. First it was a sad Dolomite Sprint they did up for hillclimbs at Wollongong, and then Paul Cooper did us a great deal on the same Blue TR7 we had back in 1996. The boys fixed it up and ran so hard against each other in hillclimbs. Then they both moved on to supersprints using my TR8 that I got from Peter Wards. They would run so hard to beat each other. Ryan went on to be the fastest finishing Triumph at the Winton All Triumph Race after much close racing



with Greg Morsillo, Josh went on to be on the podium of Formula Ford Races, and the biggest buzz of my life was doing the 300k races at Wakefield and Winton with them both, being the highest finishing Triumph at both events and 4th in class.

Ryan, Howard and Josh Glinn, and The Glinn family entry #46 on the grid Wakefield 300 2016



I like many older racers are about to go back to supersprints. They are different to outright racing as it all comes back to your single best lap. Nothing else matters. It's a brilliant way to use your Triumph in a much safer environment than outright racing and not the same strain on the car.

Supersprints have given us as a family so much fun for 28 years and if you want to push your car in a way you can't do on public roads, it's a great way to enjoy your car and great mateship. Please feel free to call me for any questions and if you want a well-developed car to start in Supersprints with, my Dolomite Sprint is available for \$6,000.

Howard 0409 600 078



Did he mention the mateship ?



Coffee and Cake

Keith Higgins

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

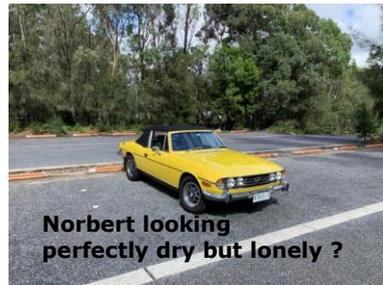
Wednesday 30 March

Lake Parramatta Reserve (R)

Well once again the best laid plans of mice and men. As this venue had a café that did not offer much protection in the advent of rain and this was to be a picnic style C&C, an 11th hour cancellation was called. *Yes you guessed it .The weather forecast was right and there was no rain aaarrrrghhh!*

Better to be safe than sorry I suppose in extreme weather it is best to be off the roads wherever possible. This is a nice restful place if you have been hassling with the Parramatta traffic and you need a good dose of coffee and a little respite.

Two members ventured out to the Lake regardless, Gary Butcher took his Stag out for a drive and Norbert Nieuwenhuizen in his Stag went and had a coffee at the Lake however ... **NO CAKE !**



In addition there was a rebel group of desperados who would not be denied their coffee fix, so they arranged to meet up in perfect isolation in Glenorie.

NEXT:

Wednesday 27 April

Café Sasanqua @ Camellia Grove Nursery (R)

8 Cattai Ridge Road Glenorie 2157



***Please (R) register on the website for this event.
See you there Keith***

Social Report – March

Geoff Batty

Fires, floods, pestilence we've had them all and I for one am getting heartily sick of the never ending rain. You'd think that of the two events I had scheduled in March we would get good enough weather for one of them to go ahead, but know the Gods are really giving us a hard time. So Thirlmere Festival of Steam and The Kurri Kurri Nostalgia Festival will just have to go into next year's schedule when the weather is fine and sunny and COVID a distant memory.

My thoughts go out to all those affected by the floods, I am constantly amazed at the resilience of the people who have suffered so much disruption and loss. So cancelling the odd social run seems to pale into insignificance compared to having to restore your life or business.

Phil & Leigh Lamour have responded to a suggestion that some longer trips be scheduled to our beautiful rural regions. They have put together a trip to Mudgee from Sunday 22nd to Wed 25th May. Sightseeing and wineries surround the area and are sure to welcome our custom. The run home could include Lue and Rylstone then lunch in the Blue Mountains. Please register early if you are interested as places will be limited.

Upcoming weekend runs include a trip to the Megalong Valley Tea Rooms on Sunday 10th April weather and roads permitting, and the very popular National Heritage Day of Motoring in Berry is happening again on Sunday May 15th so hopefully fine sunny days will be the norm by then.

The Carrington Hotel in Katoomba has been booked for Yulefest celebrations for our annual Christmas in July Lunch, so add the 31st July to your calendar. Some members make a weekend of it and stay in the area either Saturday or Sunday nights, so you may want to check accommodation options if you're thinking of making a weekend of it.

Lots of opportunities to get out and about in your Triumph with other like-minded members in the coming months, so I hope to see you all again soon.

Cheers Geoff.

PS: Don't forget Keith Higgins has great Coffee and Cake venues booked for the last Wednesday of every month. Check the Calendar.

PPS: The TR6 project is progressing slowly, I've been attempting to understand camshaft theory and practice and am at that dangerous stage of thinking I almost know what I'm doing, but not quite confident enough

to button it up and put the head back on, so a little bit more checking and conferring is required. The lightened flywheel and new clutch are now bolted on so things are moving.

**See you all soon.
Cheers Geoff**

Team Triumph Road Trips

Trip 1 – Mudgee Vineyards Sunday 22 May to 25 May

Philip and Leigh Larmour have arranged for us a slow paced 4 day road trip out to Mudgee and return. Accommodation has been organised, a couple of lunches have been arranged plus there are many options to visit wineries, museums, galleries and any of the many other attractions to be found in this pretty country town and the local region.



Phillip Larmour email: larmour@tpg.com.au

Trip 2 - VSCCA Cootamundra Sprints Saturday 20 August 2022

A 4 day road trip out to Cootamundra and return

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



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

A 2 week road trip to the SA Nationals and return via Broken Hill.

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

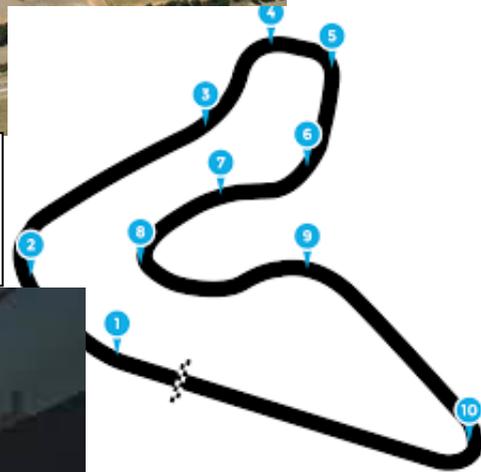


Wakefield

PARK RACEWAY



Wakefield Park as it is today with Chateau Wakefield (cabins) top righthand side, the corner numbers (right) and the proposed future (below).



CSCA Round 1 Supersprint Club Lotus Australia 27 March 2022



Cold and threatening skies, note the low cloud caught on the surrounding hills. Drivers are grateful for the carport shelters.

Jeff Breen - TR6

John Whittaker - Spitfire

Lindsay Day - .2.5PI

Ian Mash - MX5

Brett Gilles - Skyline

David Ziln - Skyline





The garages are much more luxurious (?) and this is where we gather for Sue's baclava and coffee

Thomas Derwent TR7
 Mark McConnell - GT6
 Glen Coutinho - TR6
 and Sue Tahir - GT6
 Stephen Brankstone - MG B



Jon Newell goes so fast in the TR7 that I did not manage to get a photo of him or his car all day.

On the starting grid
note Chateau Wakefield in
the distance.



Ian Mash MX5

Thomas Derwent Spitfire and
Glen Coutinho TR6 (behind)



Sue Tahir TR6
Steven McConnell GT6
Brett Gilles Skyline



.... and off they go



Coming Up Trumps

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

10 April, Sunday (R)

**Megalong Valley Tea Rooms
Geoff Batty. 0428 242 597 or
email: geoffrbatty@gmail.com**

13 April, Wednesday(R)

**Hunter C&C Social Run
Vintage Café East Maitland
David Walshe 0409 885 342.**

23 April, Sunday

**CSCA Round 2 (Sprite) – SMSP South Circuit
TSOA Social Run (R) - "You are invited to the races "
Club with be providing lunch and access to pits and race cars.**

27 April, Wednesday(R)

**Coffee and Cake–Café Sasanqua, Glenorie
Keith Higgins: Mob 0409 656 577 or
email: keith@aodaustralia.com**

15 May, Sunday(R)

**National Day of Motoring Berry Showgrounds
Geoff Batty. 0428 242 597 or
email: geoffrbatty@gmail.com**

22 May – 25 May

**Mudgee Vineyards Road Trip
Phillip Larmour email: larmour@tpg.com.au**

25 May Wednesday(R)

**Coffee and Cake–Bayside Café, Carrs Park
Keith Higgins: Mob 0409 656 577 or
email: keith@aodaustralia.com**

GENERAL NOTE: Prior registration(R) by members to attend all club events is a mandatory requirement of the club's insurance policy. Registration(R) for all activities is done via the Event Calendar found on the club's website.

TSOA Social Run to

**Megalong Valley Tea Rooms –
824 Megalong Valley Rd, Megalong**



Date: Sunday 10 April for Lunch

**Meet: Red Rooster Car Park, Lot 218
M4 Westbound, Eastern Creek 2766**

Time: 9.30 am for 10.00am departure.



Please register on the TSOA website by the 5th April

Geoff Batty Mob: 0428 242 597

email: geoffrbatty@gmail.com

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

TSOA – Social Run to



National Motoring Heritage Day – Berry Showgrounds, Berry Motoring & Fashion through the Years

Date: Sunday, 15th May 2022

**Meet: Heathcote Midas Muffler/Ampol carpark
1344 Princes Hwy, Heathcote 2233**

**Time: 7.15 am for 7.30 departure. We have to be
parked up by 9.00 am in the Showground.**

Entry: \$10.00 /car, at the Berry Showground (cash)

Lunch: Great Southern Hotel, 95 Queen St, Berry

Time: 12.00 noon



**Please register on the
TSOA website by the 5th May
Geoff Batty Mob: 0428 242 597
email: geoffrbatty@gmail.com**

Gnoo Blas Weekend.

12th & 13th February 2022

Sonia Goodwin

Rob and I have been going up to Orange for the Gnoo Blas Classic Car Club weekend for many years now. This club helps keep alive the history of the old Gnoo Blas Road Racing Circuit at Orange, Central NSW. The road was never very wide but most of Australia's best drivers raced at Gnoo Blas at one time or another, including Jack Brabham, who ran a variety of cars and who held the lap record until the final meeting.



Some of the other drivers who raced at Gnoo Blas include Bob Jane (Maserati), Stan Jones (Maybach), Prince Bira of Siam (Maserati), Peter Whitehead and Tony Gaze (Ferraris), Alex Mildren (Cooper Climax), Ted Gray (Tornado), Doug Whiteford (Maserati), Tom Sulman (Aston Martin), Leo and Ian Geoghegan (Holdens and Jaguars), David McKay, Bill Pitt, Ron Hodgson (Jaguars), Des West, Arnold Glass, Paul Samuels, Max Stewart, Jack Myers and Len Lukey.

After all the cancelations it was great news that the show & shine on the Saturday 12th February would go ahead. But things would be very different this time as club founder and President Dennis Gregory had passed away and he previously ran this event almost single handily as he wouldn't delegate anything. So, it was a huge task for the club members to put everything together with the added problems with remaining COVID restrictions and even the threat that the council could close the grounds right up till the Friday evening.

With mostly fine weather we headed up to Orange in our **1974 Triumph Stag** on the Friday morning from the Central Coast. It was the first big run for the car, and it ran beautifully. After visiting a few family members, we settled in



at Rob's brother's place and enjoyed a very pleasant evening. Saturday morning was a little cool as we headed around to the park for the show & shine. There was already a queue, but it didn't take too long to get in through the gates and park in our designated area. It was only about 8.30 and the park was filling fast.

After a quick look around, I headed over to the gate to help get the cars through. This process was taking longer as because of COVID there was no pre-entry's as in past years, and details of everyone had to be documented so every car had a form to fill out and entry fee paid on entry to the grounds. I must say that I did get my exercise for the day running the clip boards up the line of cars and keeping the cars moving. We also had one of the Highway Patrol vehicles come through as it was to be displayed also. The cop driving had stopped in the queue and got talking to someone, so this stopped everyone's progress, so I had to give him a 'Move on' order!! (I don't think that he was too amused, but he didn't know what car I was driving so I thought that I was pretty safe!!)

It was about 10.30 before the queues finely dwindled so I was free to go and look around. The big old trucks had entered around the other side and there was a huge display of them. There were also a number of motor bikes and a huge display of cars of every make and model.

There was actually quite a lot going on around the Orange area so it was surprising to see so many of the public wandering through admiring the vehicles which totalled about 600. They had a mini bus to take people to and from the Orange shopping centre and also a helicopter taking people for joyrides over the Orange area. By about 3pm everyone had started to leave so we headed back to Rob's brother's place where they had arranged for some more of the family to join us for dinner.

Sunday morning, we headed down to the park to meet up with club members and others that wanted to join in on the morning run. About 45 cars showed up and then local club members went out ahead and were 'on point duty' at any turn in the road so that no one got lost. It was a very scenic run around the Pinnacle past Mt Canobolas and on to Lake Canobolas for morning tea. After a relaxing stop we headed off and travelled through beautiful countryside again until we came back onto the highway and had a good run back into Orange and stopped at the Robin Hood Hotel for lunch where an area had been arranged for us to park our cars on display. After lunch we all said our farewells for another year.

We stayed the Sunday night and headed back home on the Monday morning. The Stag ran beautifully and had just turned over 31,000 miles on return to home. The only slight issue was a crack in the blinker lens from a stone, so a new lens is on order.

Sonia Goodwin

One of the World's Favourite Two-seaters, The Triumph Spitfire Turns 60

By [David Conwill](#) from March 2022 issue of [Hemmings Motor News](#)

The Plucky Spit Went from the Cuban Missile Crisis to the Reagan Presidency

It's named after a World War II fighter plane and based on a tweaked version of a workaday passenger car. No, it's not the Ford Mustang, it's the [Triumph Spitfire](#), a car so right from the start that it barely changed from its introduction until its discontinuation in 1980. When the 1963 Spitfire made its debut in the autumn of 1962—some 60 years ago now—it was the culmination of work going back to 1957.



Triumph Spitfire 4

Crowning a shortened Triumph Herald chassis was a svelte "roadster" (actually a two-seat convertible with roll-up windows) body penned by Italian stylist [Giovanni Michelotti](#), who had also shaped the Herald. Michelotti was a prolific designer, not just for Standard-Triumph but for coachbuilder Vignale. His efforts also adorned Alfa Romeos, Lancias, Ferraris, Maseratis, BMWs, Volvos, and more.

Triumph was no stranger to building sports models based on its passenger-car line, with the TR-series of roadsters having their origins in the Triumph Vanguard of the early 1950s. The TR was still around in 1962, now in TR4 guise, with a fresh body (also courtesy of Michelotti's pen) on a chassis derived from the previous-generation TR3. The TRs used the expensive, wet-liner Standard four, and competed with cars like the Austin-Healey 3000 and the new MGB, but the new Spitfire was intended

to draw buyers who might otherwise consider the smaller, less-expensive Austin-Healey Sprite or MG Midget cars.



"The Spitfire helped Triumph better compete with MG, because MG had the Midget; the Spitfire was conceived as a competitor in that price range," wrote the late [Mike Cook](#), Standard-Triumph's one-time assistant advertising manager in the United States and a former columnist for *Hemmings Sports & Exotic Car*. "It came out a little more expensive, but it was a much bigger car with better performance. We were really looking forward to receiving that car."

The delay between the Spitfire's 1957 conception and 1962 debut can be blamed on the acquisition of Standard-Triumph by truck-and-trolleybus maker Leyland Motors in 1961. It seems Standard-Triumph had simply allowed the prototype to gather dust in one corner of the factory, but representatives of the new owner were so taken with the little car that it was immediately ordered into production.

The initial version (sold as the [Spitfire 4](#) and retroactively dubbed the Mark I) was little changed from the prototype, with just some styling and structural tweaks for production. Disc brakes were perhaps the most notable addition to the production model, a bit of kit not shared even with the Herald. Items that did carry over were the Herald's coil-sprung, double-wishbone IFS; rack-and-pinion steering; and swing-axle rear suspension with a transverse leaf spring. The 1,147-cc OHV four-cylinder engine was from the SC series, which had started life in the Standard Eight as an 803-cc unit back in 1953 and was cheaper to produce than the wet-liner four.

Twin SU carburetors were optional equipment on the Herald, which itself only gained the larger displacement (and a corresponding "1200" badge) in 1961. The two-carb unit was rated at 63 horsepower and was backed

by a four-speed gearbox featuring synchronizers on second, third, and fourth gears. A Laycock de Normanville overdrive was available as optional equipment starting in 1964, as were a steel hardtop and wire wheels.

The simple little roadster, with its plastic steering wheel, rubber floor mats, and one-piece clamshell bonnet was a good bargain at just \$2,199 in the U.S.—about the same as a Chevy II Nova sedan, but with wind-in-your-face and four-on-the-floor standard. The result was an unqualified success, and Standard-Triumph built 45,753 Mark I's before the car's first major set of revisions came in 1964.

The new [Spitfire Mark II](#) debuted for the 1965 model year. A new camshaft, intake and exhaust manifolds boosted output to 67 horsepower. The exterior received a light restyling, and the interior was spiffed up with carpet and increased use of vinyl to cover exposed metal surfaces. The revised Spitfire was produced for just two years, giving way to the Mark III in early 1967, but Triumph still managed to build over 37,000 examples.

Interior appointments grew steadily more luxurious over the years. The original Spitfire 4 was all business, with a plastic-rimmed steering wheel and no carpets. By the end of production, wood veneer and driver-centric instrument positioning were standard features. The bucket seats went from slim to plush and grew headrests in the same time period.



The Mark II/III era also coincided with the release of the GT6, a Spitfire coupe variant with six-cylinder power. The decision to market the Mark I as the "Spitfire 4" suggests that Triumph may already have planned a six-

cylinder version as early as 1961, and indeed one would ultimately debut in 1965. The fastback coupe body was already penned, but it had been determined that it weighed too much for the SC engine. Instead, Triumph utilized the straight-six that had debuted in the 1960 Standard Vanguard and remained in production powering the Vanguard's Triumph 2000 successor (along with the TR5 and TR250 sports cars). Nearly 41,000 GT6's were built across three generations, with production winding down in 1973.

The actual Spitfire Mark III was heavily facelifted and some diehard fans of Michelotti's original styling have poo-pooed it as compromised, but it was a successful response to impending U.S. crash-safety regulations. Perhaps the most noticeable changes were the raised stance and front-bumper placement. Softening the blow to purists were further increases in passenger comfort, including a wood-veneer instrument panel and a new steering-wheel design. A simplified folding top was also introduced. Likely more important to buyers at the time, and indeed a big factor in the higher values of the Mark III cars, the 1967 and '68 models featured the most-powerful engine ever offered. The SC was bored out to a displacement of 1,296 cc. The new engine, rated at 75 hp and 75 lb-ft of torque, pushed the Mark III from zero to 60 in 13.4 seconds and to a top speed of 95 mph.

The 100,000th Spitfire was a [Mark III](#), produced in February 1968. Perhaps unsurprisingly, at that point three out of every four Spitfires built had been exported to the United States. The Mark III run would exceed 65,000 cars before the introduction of the final form in 1970.

The [Mark IV](#) (with a Roman numeral to avoid confusion with the original "Spitfire 4") was notable primarily for three things: a revised rear suspension, a bigger engine, and an updated body. Michelotti reworked his 1957 creation one last time, trying to make it fit with the new decade. It's subtle, as the car is still recognizably a Spitfire, but put them side by side and the earlier cars are obvious. The changes are especially noticeable in the lift-off hardtop and in the rear, where the revised styling was intended to echo that of the Triumph 2000 and Stag. The practical effect was somewhat better luggage capacity and a stiffer body, thanks to a variety of reinforcements throughout.

The swing-axle rear suspension changes were a long time in coming. Although Spitfires had plenty of success on the racetrack, more average drivers could get in over their heads when pushing a swing-axle car too hard into a corner. Triumph's solution was not to drop the swing axles for half shafts, à la the Corvair, but to tinker with attachment of the transverse leaf spring. The changes, which had been developed on the GT6, were a revelation in handling. The suspension modifications coincided with a widened rear track, further improving cornering ability.

Although not a showroom standard example nevertheless this is the engine's pinnacle when bored to 1300cc and dual SU carburetors. The larger 1500cc versions were found not to be as powerful as this earlier engine specification.



Less thrilling were the changes to the SC engine. Increasingly stringent emissions standards for U.S.-market cars meant that the old 1,296-cc engine was being strangled. To make up some of the difference, for 1973 Triumph fitted the stroked, 1,493-cc version to the Spitfire. The new "[1500](#)" engine had better torque, but the single-carb four-cylinder was rougher and less reliable than the earlier, smaller-displacement versions it had supplanted. The 1500 was also used in the 1974 to '80 MG Midget, as Leyland had merged with British Motor Holdings in 1968, bringing MG along with myriad other makes under the same corporate umbrella.

Spitfire production ended in 1980. Along the way, Triumph had built 314,332 copies of [the little roadster](#), making it among the most popular cars of its type and providing plenty of fodder for today's restorers and enthusiasts. Although prices are climbing, the Spitfire remains both relatively affordable and easy to find, meaning they're a great way to get into the hobby.



By [David Conwill](#) from March 2022 issue of [Hemmings Motor News](#)
[Photography from Hemmings Motor Archives.](#)

ATTENTION!

A highly respected TSOA member may soon be presenting his immaculately maintained **Spitfire Mk 111** to the market. This vehicle has been fastidiously maintained and might be offered at around \$26000. Initially the member wishes to remain anonymous and has requested that Secretary John Whittaker field enquiries, contact John for further details and photographs on 0425 371 640 / jwhittsred110@yahoo.com.au

50 TRIUMPHANT YEARS

Mr. Roger Gates

PART 2 THE CLUB

The next installment is most definitely coming, however some minor technical issues have caused a delay in drafting. Please be patient with us. Ed.



March meeting cancelled due to inclement weather.

Hunter Happenings

TSOA Hunter Area Meeting 01 March 2022

Present: David Hynes, Michael Debono, John Derrick, Graham Paterson, David Walshe, Bruce Milner, Alan Watson,

Apologies: Brian Mclean, Steve McGill, Rick Schmalzer, Chris Lancaster, Terry Burns, Rowan Burns, Ian Lovi, Barry Prasil, Daniel Herringe, Michael Markey, Chris Johnson, Doug Brodie, Damien Whittaker, Wayne Wheaton, Michael O'Brien(will attend Sydney's meeting on the 8/3).

Events on the horizon:

Sunday 27 March 2022 Kurri Kurri Nostalgia Festival Sydney participants are meeting at Pie in the Sky then continuing to a 12pm Lunch at Kurri Hotel Geoff Batty is the contact.

26 - 27 March 2022 Warbirds over Scone Cars will be on display between 8.30am till 2.30pm. Partner pays admission.

29 - 30 April 2022 A little bit of Italy in Broke

John Derrick: John has his GT6 back from the panel beaters and has enjoyed some short runs that have been curtailed by fuel difficulties and rough running. This behaviour is out of character for the car which in the past had reliability and excellent performance. A number of recommendations for competent mechanics sympathetic to our cars were given to John.

Michael Debono: Michael informs members to be careful when selecting and using new parts for our cars. He cites several years ago rebuilding the front suspension of his TR3A with a Rimmers bush kit. Recently performing the same exercise on his TR2, it was found that the kit obtained through the wonderful TR Register, available to its members, included the steel backed bronze bushes that are press fitted to the lower control arms (wishbone) holding the two trunnion 'pins'.

David Walshe: David and Louise have been enjoying some visits to

Forster and surrounds. He advises that the Jaguar Owners Club have pencilled in two dates for their Newcastle Foreshore display that is such a great event for everyone. Those dates are the 30 July and the 13 August 2022.

Graham Paterson: Graham told that he will be visiting the UK during July and August on what sounds to be a wonderful journey to the old Dart. Both the TR5 and the SP250 are going well. Graham recently used initiative eliminating a miss on acceleration with the SP. Due to the valve arrangement, there is a long Bakelite tube connector between the spark plug and the visible high tension lead. Graham found the Bakelite replacements were \$900 currently. He then liberally wrapped his existing tubes in insulation tape and has eliminated the miss. Michael Debono offered to buy Graham the replacement tube in a non-binding spur of the moment offer.

Bruce Milner: It was great to see Bruce whom has been renovating a house and Covid restricted for two years as a Sydney resident. He told of an attempt to use the Stag that was thwarted by fuel, and apparently lots of it, flooding the valley as it were between the heaving banks of the Stag's V8 engine. Bruce, whom makes no claim to being mechanical, cleverly returned home forthwith and investigated. He constructed a special tool to remove an o ring washered plug beneath the fuel bowl, but then, refitted with a new o ring, spent four hours trying to refit it. In a move which will dub him the Stag Whisperer hereinafter...he phoned David Hynes. David was blunt with Bruce, "Bruce you lift the carburetors, it's one bolt". Unsurprisingly, the Stag Whisperer was 100 percent correct and Bruce with the aid of his wife lifting the carburetors was happily back using the beautiful Stag with no petrol smells.

Alan Watson: Alan enthusiastically reported a drive to Hardy's Bay recently with his wife. Hardy's Bay is beyond St Hubert's Island and Alan drove to make a restaurant booking in time, but stressing what an enjoyable drive it was. He will be on a Mudgee Dubbo TR6 adventure on the weekend of 26-27 March.

General Business

David Hynes: David had just returned from Canberra by road and was surprised at the speed of motorists on the M1 where it seemed momentarily that 130 was not fast enough for the impatient. There has not been any Stag activity though it is back to fuel. David mentioned that diesel drivers should obtain some Adblue because there is a shortage of urea forecast. The writer did not even know about such an additive which lowers the concentration of Nitrogen Oxides emitted from diesel engines.

Michael O'Brien: Michael reported that the TR8 has had 6 months of inactivity and he hopes for 2022 that it will be different.

Steve McGill: Steve visited his brother recently which took him through Glen Innes and he visited the Museum at Emmaville which was a gold coin donation and well worth it. He also went to Canberra via Wollonong to see his new granddaughter. All in the old Subaru Brumby which went well.

Michael Debono: Michael saw some MX5 seats for sale recently and managed to obtain them for a bargain price. They are destined for the TR6. He also reported helping fit studs for securing a soft top on an MG Midget owned by a recently met friend/acquaintance. For the ease of the transaction, he purchased the studs through Rimmers as and the order was received in about a fortnight. The friend was delighted with the result and now he can attend a poetry event this weekend at Wollombi despite the dubious weather.

Wayne Wheaton: Wayne has had significant progress with the Spitfire. It has been newly rewired and he is about to fit the seats. He has had an extended wait for body chassis spacers from Rimmers and was advised to contact them. Wayne has been advised that a grandson is on the way. Our group hopes that everything goes well there.

John Derrick: John is excited that his GT6 came back from the panel beaters in Rathmines earlier in the day. He handed his phone around showing a superb looking GT6 in red. John told of having bought the GT6 in Brisbane in 2006 from an enthusiast's estate. John used the GT6 while still farming at the Bunya Hills, driving it on gravel roads, only having third party insurance and hitting a kangaroo, damage which is now addressed. Recently John went with his wife in their Landcruiser and Van for several weeks, as John put it, only to Darwin ! They returned through Coober Pedy to Adelaide. It sounds like a wonderful trip.

Rob Guyder: Rob told of his delight having many circuits of the Wakefield Park track with the MX5 Club in his newly acquired ND. Although he didn't test it, Rob enthused that the Wakefield circuit has no stationary items to crash into. The group was concerned that Wakefield is having some trouble with compliance as the sprawl of Goulburn becomes nearer and nearer. Rob noticed that his ND would catch NCs around the circuit.

Rick Schmalzer: Rick told us that his son Alexander is engrossed in the preparation of the new craft. Rick assisted by purchasing some paint which was colour matched by a spectrometer. He is keeping receipts for all his valuable assistance.

Brian Mclean: Brian had nothing to report but recalled that his Triumph 2500 was \$7,000 in 1978 responding to questions Michael O'Brien had asked about the cost to Triumph for a TR7 four cylinder motor.

**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

CLUB COMMITTEE

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Membership & Concessional Registration Officer	Norbert Nieuwenhuizen	0415 207 748	Membership@tsoansw.org.au Registration@tsoansw.org.au
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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.

OFFICE BEARERS

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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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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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Paddy took 2 stuffed dogs to the Antiques Roadshow....

"Ooh!" Said the presenter, "This is a very rare breed, do you have any idea what they would fetch if they were in good condition?"

"Sticks." replied Paddy.

Paddy and Murphy were sipping their Starbucks when a truck went past loaded up with rolls of lawn.
Keep Calm And Oh Fock It Enjoy Some Oaic

"I'm going to do that when I win the lottery" said Paddy.

"Do what?" asked Murphy.

"Send my lawn out to be mowed."



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)*

APRIL

- Tues 05 Hunter General Meeting* (R)-
Alan Watson – 0418 662 114
- Wed 06 TR Register Coffee & Cake –
John McCormack – 0413 312 134
- Sun 10 Sydney Social Run* - Megalong Valley Tea Rooms (R)
– Geoff Batty – 0428 242 597
- Tues 12 Sydney General Meeting*(R) -
Lorraine Mooring – 9652 0664/ 0410 468 663
- Wed 13 Hunter C&C Social Run – Vintage Café East Maitland
David Walshe 0409 885 342.
- Mon 18 Sydney Committee Meeting (TBA)
- Sat 23 CSCA Round 2* SMP South, Host -Sprite Club
- Sat 23 Social Run* to SMP Supersprint Event (R)
Geoff Batty – 0428 242 597
- Wed 27 Sydney Coffee & Cake – Cafe Sasanqua Glenorie (R) –
Keith Higgins – 0409 656 577

MAY

- Tues 03 Hunter General Meeting*(R) -
Alan Watson – 0418 662 114
- Wed 04 TR Register Coffee & Cake –
John McCormack – 0413 312 134
- Tues 10 Sydney General Meeting*(R) -
Lorraine Mooring – 9562 0664/ 0410 468 663
- Sun 15 Social Run* National Day of Motoring – Berry(R)
Geoff Batty – 0428 242 597

Mon 16 Sydney Committee Meeting (TBA)
Sun 22 Start Social Mudgee Long Run (R)
Phil Larmour – 0407 191 299
Wed 25 End Social Mudgee Long Run (R)
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
Sun 05 Sydney Social Run * TBA (R)
Geoff Batty – 0428 242 597
Tues 07 Hunter General Meeting* (R)
Alan Watson – 0418 662 114
Fr 10/Sun 12 Ecurie Triumph* HSRCA – SMSP
Geoff Byrne – 0418 409 170
Tues 14 Sydney General Meeting* (R)
Lorraine Mooring – 9652 0664/ 0410 468 663
Mon 20 Sydney Committee Meeting (TBA)
Sat 25 CSCA Round 3*- Pheasant Wood Marulan – Host –
MG Car Club Newcastle
Wed 29 Sydney C & C Vanilla Cream Café Annangrove (R)–
Keith Higgins – 0409 656 577

JULY

Tues 05 Hunter General Meeting* (R)-
Alan Watson – 0418 662 114
Wed 06 TR Register Coffee & Cake –
John McCormack – 0413 312 134
Tues 12 Sydney General Meeting* (R)
Lorraine Mooring – 9652 0664/ 0410 468 663
Sat 16 CSCA Round 4* Wakefield Park – Host - TSOA –
Glen 0418 640 188 / Ken 0417 676 199
Sat 16 Ecurie Triumph Round 8* Wakefield Park
Geoff Byrne – 0418 409 170
Mon 18 Sydney Committee Meeting (TBA)
Wed 27 Sydney C & C Black Cat White Cat Cafe, Mulgoa (R)
Keith Higgins – 0409 656 577
Sun 31 Xmas in July* - Carrington Hotel Katoomba (R)
Geoff Batty – 0428 242 597

CLASSIFIEDS



Member requesting a hand ...

I would like to **borrow (or hire) 3 knock on wheels** suitable for a **TR3** while I paint my own wire wheels. If you might have a spare set of wheels for a TR3 and can spare them for 3-4 weeks, please call ... **Dimitri ..0408 184 942**

For Sale

TR5 wheel for sale good condition ... **\$40**

4 x 205/ 70R1 tyres as new ... **\$200**

Contact: Paul Hutley 0412 233 846



For Sale

ALUMINIUM SUMP FOR TR5-6

New unused aluminum sump includes windage plate and fitting kit. The Aluminum sump with its fins provides additional strength for the block and cooling with the oil. The windage plate prevents oil surge under braking and cornering to ensure the oil pump does not lose pressure. The sump includes an additional port for an oil temperature probe and has additional capacity **\$700**



HEAVY DUTY CAR RAMPS, the ramp component can be removed once the car is up to allow better under car access. **Free**



Contact:

Geoff Byrne 0418 409 170



I' m not sure if the engine mods are over the top - but those rear spats certainly are!