



TRead

August 2022



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

www.tsoansw.org.au

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11.00am Sunday 25th September

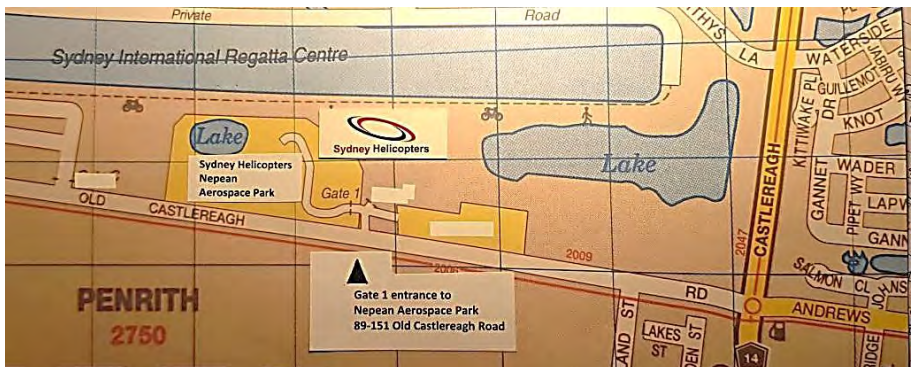


Nepean Aerospace Park
located at 89-151 Old
Castlereagh Road,
Castlereagh.



Founded in 1985 Sydney Helicopters is the longest-running commercial helicopter operator in Sydney and has its own dedicated helicopter maintenance facility. The Company operates Sydney Helicopters, Coast Helicopters and Alpine Helicopters with its newly opened facility at Jindabyne.

TSOA members are invited to come out to Nepean Aerospace Park 11:00am on Sunday 25th September where a Coffee Van will be on site for you to buy your morning "cuppa" followed by an exclusive tour of the helicopter facility with the opportunity to ask questions. Bring your own picnic lunch table and chairs, and also have the chance to inspect the current restoration of the original homestead on the property, which is now 100 years old. Find out the local dignitary who owned it?



We will have a Triumph banner there to identify the entrance gate.

Please register (R) on TSOA website by the 13th September
<https://www.tsoansw.org.au/register-for-an-event> or
Geoff Batty Mob; 0428 242 597 or email; geoffrbatty@gmail.com



President's Report - August

Lorraine Mooring

Greetings everyone

Just when we thought everything was getting back to normal, Mother Nature came barreling in with more rain and flood waters to remind us that she is in control. My thoughts go out to those dealing with the results of this and trust you have received the help needed to regain some form of normality.

Whilst everyone is taking precautions, the numbers coming to our regular events is encouraging and we will continue to provide opportunities to get together where possible in a safe environment.

It was extremely disappointing to have our Wakefield Supersprint round cancelled at the last moment. Glen, Ken and Terry Denovan had put many hours into this event, not to mention the competing members who need their cars to be race ready. The decision to cancel was brought about as a direct consequence of recent determination from the Land and Environment Court and will take some sorting out before we can offer further events at Wakefield Park. Ken Peters, our representative at the CSCA meetings will keep us informed on future events.

On a brighter note we can look forward to the Graham Pinkstone Run with our Hunter Group Members and the Shannons Display Day in August followed by the All British Day and TSOA Concours and then the visit to Sydney Helicopters in September.

Graham Harrold has asked me to point out that the new helicopter facility that we have been given the opportunity to visit at Penrith, is not open to the public and is only available to TSOA NSW Members by way of invitation on Sunday, 25 September. To avail yourselves of this unique opportunity to see a fully operational helicopter business, including maintenance facility, please go to our website to Register by 13 September.

In addition to the helicopter base, the site has a 100 year old home which is currently under restoration which we can visit. Come and check it out and find out which local dignitary called it home.

A bright spot at our last meeting was the Triumph Trivia Quiz hosted by James Rose and covering the period up to circa 1953. It was easy to see that the more senior club members shone as they dragged up the answers



from distant memories. Next month the questions will be even later dates and should allow younger members to catch up with their scores.

As I pen this message, the TSOA Christmas in July gathering is still to come however I am sure there will be a report on the luncheon further in the magazine. Thanks Geoff Batty for getting us together again in the beautiful Carrington Hotel.

The next General Meeting will be the 700th for TSOA NSW – what a milestone, please come along and help us celebrate the event.

Cheers for now.....Lorraine

Secretary's Ramblings - August

John Whittaker

During Norbert's holiday away I had the pleasure of welcoming new members to the club during July – Mark Randall TR6, Richard Wood TR4, Ken Fackler Dolomite. Chatting with Mark whilst getting the HVS registration sorted for his TR6, he has owned the car for quite a few years and brought it over from NZ. The car had an interesting American high pressure/volume racing pump fitted which works perfectly – a great conversation starter!

You may recall our club trip to Mudgee a couple of months ago. The Stag just stopped in the middle of nowhere for no apparent reason- no spark and no fuel pump until the NRMA guy poked around, tapped the pump with his torch handle and away it went again – for no apparent reason – again... Bit the bullet and waded through the circuit diagrams to discover that the master relay from the battery passes power to both the ignition coil and to the fuel pump via the roll over cut-off switch. The relay is one of the old rectangular aluminium can models with a couple of crimps holding the solenoid mechanism inside. Bent the crimps out, removed the internals and there-in lay the problem. The cardboard sealing gasket had never been fitted properly and had let some moisture in over the years which resulted in the contact points being a bit crusty. This would also explain why there is 12.8 volts at the battery and only 11.6 at the ignition. The trusty points file did the trick. All back together and working better than a new one!

Xmas in July will be the big test. Report next month.

August is looking very busy so keep registering for events and come join us for the camaraderie and mysteries of 'what will happen next'.

...Go the swing axles...

John

From the Library

Ken Peters

Even though the COVID restrictions have been eased off, it is still the case that I do not always make it to the monthly General Meetings at the Carlingford Bowling Club. Therefore, I propose to continue the recent practice of my being directly contactable by members for anything to do with the club's library material.



Simply contact me by email with 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 over 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 copied pages to you.

Cheers Ken Peters, Librarian
kenp7@bigpond.com

Membership

Norbert Nieuwenhuizen

NEW MEMBERS in July

Norbert is away on a bit of well earned holiday, nevertheless though we do have 3 new members to welcome into the club this month. Unfortunately we do not have photos of any of these 'new' cars yet, no doubt Norbert will sort that out next month. This month we welcome:



- Mark Randall with the TR6 from NZ,
- Richard Wood TR4, and
- Ken Fackler with a Dolomite

.... welcome gentlemen.

Norbert Nieuwenhuizen
Membership and Concessional Registration Officer

RIMMER BROS EST 1982

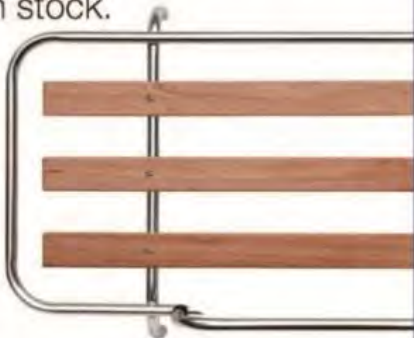
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Triumph Trivia Quiz

James Rose

Questions and answers for the second round of the Triumph Trivia Quiz held at the July General Meeting. Part three of the quiz will be conducted at the August GM. The questions for Round 3 will all be of a similar vein to the previous rounds (Triumph Trivia) but will be moving forward to a 'newer' era.



Month 2 - (12th July):

Question 1: Name an aeroplane Standard produced in WW2?

Answer: - Bristol Beaufighter, Airspeed Oxford Trainer and De Havilland Mosquito

Question 2/3: Name the first two post-WW2 Triumphs?

Answer: - 1800 Roadster, 1800 Town and Country Saloon, March 1946
1776 HV 4 cylinder

Question 4: What other car make uses the same engine as the first two Triumphs?

Answer: - Jaguar 1 ½ Litre

Question 5: When was the Vanguard Phase 1 previewed?

Answer: 1947

Question 6: Where was the TE-20 tractor made?

Answer: - Banner Lane

Question 7: What Formula 1 race team was supported by Standard Triumph?

Answer: - BRM 1949- 1953

Question 8: What was the name of the 1950 Triumph Show car?

Answer: - TRX

Question 9: What was the smallest engined Standard Triumph post WW2

Answer: - Standard 803 CC 1953- onwards

Question 10: Who supplied your factory spare parts?

Answer: - STANDPART

*Quizmaster – James Rose
(and Jack!)*

Sunday 14 August

Shannons Day – SMSP

Following on from the next July CMC meeting there will be a site map prepared and issued, that will locate precisely the hard stand area allocated to TSOA for our display. As soon as this information becomes available, I will email all entrants with a copy of the map plus any other relevant information .



**SOMEONE JUST HONKED
TO GET ME OUT OF MY
PARKING SPOT FASTER
SO NOW
I HAVE TO SIT HERE UNTIL
BOTH OF US ARE DEAD.**



All British Day TSOANSW Concours Sunday 11 September



The Kings School, Parramatta

July update:

The 11 of September is the confirmed date for the 2022 All British Day. This is always a great day to show your car, view other classic British cars and share stories with other car enthusiasts.

This is also our annual Concours Event, so still plenty of time to get those Triumphs gleaming. If you're currently restoring a Triumph and able to trailer it into the event this would also make a great display attraction

As mentioned previously at our monthly meeting this will be a stand alone event at the Kings School. As usual there will be coffee and food stalls

Gates will open at 7am and all cars are to be on the oval by 9:30am. The car show will end at 3pm and cars will then be able to depart the oval.

For this event to run smoothly we need two volunteers from each club for marshalling duties for approximately 2 hours on the day. This can be at morning setup 6:30 - 8:30 or **8:00 - 10:00**, or alternatively if the afternoon would suit you better closing down at 3:00pm. If you are available, please let me know as I need names as soon as possible.

Tickets are now available and can be purchased for \$10 per car via the TSOA website and picked up at the next TSOA monthly meeting at Carlingford or posted to your address. For members that had purchased tickets last year, those tickets will be valid for this **year's** event

If you're bringing multiple cars to the All British day, this can be done by registering each individual car on the website separately, then making one payment to cover all cars.

TSOA All British register for event.

<https://www.tsoansw.org.au/register-to-attend-all-british-day/>

For any further information please don't hesitate in contacting me

Regards Craig Sankey

email = sankey.cj@gmail.com or mob: 0417286903

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Phone: (02) 9638 3941

Website: www.davidclarkautomotive.com.au

Email: david@davidclarkautomotive.com.au

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



Motorsport Report -August

Glen Coutinho

Welcome to the Motorsport Report for July 2022. What was going to be an extensive report for this month, overflowing with tales of good times and a hugely successful weekend of TSOA motorsport and racing, has ended up being a big fat weekend of nothing and with nothing to report. Well not quite nothing as there is a story behind the story of our TSOA supersprint being cancelled.



In one sentence, Wakefield Park Raceway has been forced by the NSW Land and Environment Court to trade within the conditions of the original DA for the raceway and in effect are only permitted to run 4 events a month. This meant they had to choose which events they would cancel. That choice, among several others for this month, happened to be that our supersprint event was to be cancelled.

How did we get to this point and what started this whole s##t fight? Well, I will attempt here to make a long and complicated story short for you.

On the surface **it's** easy to lay the blame at the feet of 5 odd locals who complained about the noise from the circuit and basically shut down a whole business, however, in reading the judgement handed down by the Land and Environment Court (LEC) **it's a bit more complex than that**, and in all fairness blame can be apportioned to a number of parties and in particular the owners of Wakefield Park, the Benalla Auto Club (BAC), who also own Winton Motor Raceway. BAC have not helped their cause & below a brief explanation.

Wakefield Park raceway was originally granted Development Approval in 1993, that approval included the following Condition of Consent: -

"Four race meetings a month.

A race meeting will involve a series of individual races for different clubs and would involve a variety of classes of motor sports.

Each race may involve only 6 laps, others will extend to 20 or more. Time of use of the circuit is limited to daylight hours only. Earliest racing time is usually 9.00am. Vehicle preparation including circuit practice may occur from 8.00am. Closing time of the circuit is 6.00pm during summer time. Racing during winter months would not be expected to extend past sundown.

Motor vehicle types

It is expected that all classes of motor sports would wish to have access to the circuit and clearly this is necessary if financial viability of the circuit is to be achieved. The circuit is a private development and the opportunity for success of the development and wider benefits for tourism in the Goulburn City and Mulwaree Shire areas is very much dependent on making available to the following classes of motor sport, a desirable venue:

Vintage and historic cars and bikes, including....”



Over the ensuing years the rules were only loosely applied and without too much issue from locals or council as Wakefield management, while bending the terms of the DA, did not overstep the mark by any huge margin.

In 2006 the Benalla Auto Club purchased Wakefield Park then trading under the original terms of the DA, i.e., operate only 4 days a month. They proceeded to ramp up the operation to get a return on their investment without consultation with council or the locals, (some of whom had been there for quite a few years). Wakefield introduced drifting & truck racing along with a whole lot of other events, in effect running around 280 plus events a year against the 48 events a year allowed under the original DA.

Neighbours started to complain about the increased level of noise coming from the circuit. In some cases spending thousands of dollars sound proofing their home with double glazing etc however with minimal success. Wakefield, still ignoring the original DA in force, lodged a new application with Council to make a whole range of improvements to the circuit, new control tower, pits and a 4WD training facility along with a whole raft of other improvements. Goulburn Council, who at this stage is very much against Wakefield, introduce a whole lot of new noise restrictions under which Wakefield must now operate.

Council and Wakefield argue over the new development application, with Wakefield now claiming it would be economically unviable for them to

operate under the terms set out by Council, with Wakefield now taking the matter to the Land and Environment Court.

Council elections in late 2021 see a new mayor and council members being elected many of whom are more sympathetic to the Wakefield cause however by this time **it's** too late & the future is now in the hands of the LEC.

The LEC court hand down a judgement that allows Wakefield Park to proceed with the improvements to the circuit and also determines that BAC must abide by the original DA consent to operate only 4 days a month.

As the above demonstrates, the Wakefield problem has been a festering sore for quite a few years and right now Wakefield is faced with a difficult decision as to how to proceed. Neither Goulburn Council nor BAC want to see the circuit closed. At this stage both parties are in meetings trying to come to a compromise that will mutually benefit all parties concerned.

On the gossip front, there is a persistent rumour doing the rounds that Wakefield will exit Goulburn and build a circuit on the outskirts of Canberra. **Realistically I can't see this happening. There is also Marulan** with plans to extend the circuit to 3.7kms by sometime in 2023, again, **I can't see this happening in a hurry** and at the moment the facilities at Marulan are at best only basic and need improvement in the pit areas.

As it stands for motoring enthusiasts, we will only have the choice of SMSP and limited use of Bathurst and Wakefield. Given the restrictions placed on Wakefield a lot of their events will go to SMSP effectively pushing out smaller amateur events.

Most events are struggling to get numbers, if things were difficult last year, this year is no exception. The NSW Supersprint series normally fill their entries very quickly, their last event at SMSP only got 83, well short of the 100 plus they would normally attract. The CSCA has had the same experience this year. Had TSOA run our event this weekend we were well short of the 70-75 entries needed to break even and would have suffered a financial loss in running the event.

A rather bleak report and outlook, however, **let's** keep the fingers crossed and hope Goulburn Council and Benalla Auto Club kiss and make up, we might then see Wakefield Park back up and operating in a reduced capacity but perhaps not as onerous as the current DA allows.

See you at the track ... *Glen*



ECURIE TRIUMPH REPORT AUGUST

GEOFF BYRNE

I have always enjoyed going to Morgan Park at Warwick in Queensland, **it's a great circuit which suits the TR6 and I usually do well there.** The Queensland Historic Club run two race meetings a year May, and July. With so little racing last year I decided to go in May and talked cousin Mike to also come with his Lotus Clubman. We arrived at the circuit on Thursday and unloaded the cars ready for Friday practice.

On Thursday night Warwick had some of the heaviest rain ever, and my very early morning drive out to the circuit was halted by the access road being flooded and impassable. Turning around to go back to Warwick, a mile down the road I discover the road I had just drove down was now also flooded and blocked. I was now stranded. The only other road back into Warwick was through the industrial area, heading there I discovered a line of traffic stopped facing a causeway with flood waters rising over the road. The holden ute in front of me kept going into the water, so I thought if he can make it a Land Rover should(?).

We crossed with water up to the top of the wheels. Thankfully the ute kept going and we made it across, passing council workers setting up barriers and road closed signs. The race meeting was cancelled and with our cars trapped at the circuit we simply had to wait for the waters to subside. It was not until Saturday morning that the water levels subsided enough to retrieve the cars and head for home down the New England highway, the only road open.

It was therefore with some trepidation that we headed back to Warwick in July on a very wet Wednesday and drove through heavy rain all day to our overnight stop in Uralla. Warwick decided it had enough of rain and turned on a superb weekend of fine cool sunny days perfect for motor racing.

The Group S sports car field was made up of a mix of invited and Group S cars. A new competitor was Adam Workman in a Datsun 240Z factory works car he recently imported. Local John Carson was running his TR6. The rest of the field was made up of several Porsches, Alfas, Healy 3000 and a Fiat 124. I spent the weekend chasing a very quick MG Midget and finished second in class overall for the weekend behind the midget. Mike also had a good weekend chasing the Porsches. We both celebrated our birthdays on Saturday at dinner, and were the celebrities of the meeting on the Sunday when the PA announcer (a friend of mine) announced it to the crowd. A group of ladies turned up with a cake and sang happy birthday to us.



Queenslander John Carson



Geoff

Mike

No better way to celebrate your birthday, racing with your mate.
Geoff

Front Cover: We have seen this shot before, Camila (The Other Woman) and Andrew Gibson in action at the Winton Historics 2021, and that is Paul Hogan in close attendance in the flying GT6. This excellent photograph from Phil Wisewould Photography.





Vale Don Hunter 17th July 2022

We all come to that time in our lives when we begin farewelling friends we have known for a large percentage of that life. One of those friends of ours was Don Hunter.



Having bought a MK1 Spitfire in 1968 I soon joined TSOA and it **wasn't long before I came across**

Don, who joined not long after me. When Don joined the club he had a **TR4** but the **"Need for Speed"** had **Don parting ways with the TR** and taking delivery of a brand new Mazda RX2 Rotary. Don ran the RX2 in club sprints and hill climbs until purchasing from me my Spitfire, which by this time was a dedicated race car running 1300cc, 2xDCOE webers, factory close ratio gearbox, Detroit Locker diff and everything else needed to make it a great little race car.



Don competed in races under the Ecurie Triumph Banner at Amaroo, Oran Park and also headed south of the border to Calder, Phillip Island, Winton and Lakeland Hillclimb. Although by the mid-seventies the Spitfire was being overwhelmed by GT6s, TRs,

Datsun 2000s, Lotus Elans and even Bowell Nagaries, Don still managed to put the Spitfire on Pole Position for a Production Sportscar Race at Amaroo ahead of, among others, **Graham Bland's GT6 which was one of the cars** to beat in the day.

Don was a keen club member and, in those days, TSOA was not only big on motorsport but also a very social club, and Don and his wife Helen were always a part of it all. By 1980 the Spitfire had moved on to live in Melbourne, and so too had Don and Helen who packed up and moved to the Gold Coast, where they carried on a very successful business running holiday resorts.

Although passing at I would think a young 75 years, Don will always remain a memory of a much simpler time.

Thanks for the memories

Kevin Davis

ALL TRIUMPH CHALLENGE

20-21ST AUGUST 2022 | WINTON RACEWAY VICTORIA



SAT - SKIDPAN, DRIVER TRAINING

SUNDAY - ALL TRIUMPH CHALLENGE



Further information Michael Kip 0418 544 958

Coffee and Cake

Keith Higgins

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

27th July **Coffee** & Cake at Mulgoa

Coffee & Cake was this month on Wednesday the 27th of July. The function was in Café Oasis in Mulgoa. Many would know it as the Black Cat White Cat Café, but it has new owners and a new name!

The weather was sunny, but a chilly wind made it pretty cold! It was a long drive for Allan and me, about 1 ½ hours from the North Shore! About 20 of us showed up. Lucy Crane was



there, and it has been a long time since we had seen her! John Whittaker with his dog was well enough to attend. But our organizer Keith Higgins

and wife Merran were not fit enough after getting Covid! The Lamour Brothers were both there with their partners. We all enjoyed ourselves! The food and coffee were excellent, and the service was friendly! It was a good choice Keith. Peter & Robyn Wards attended, and Peter was the photographer using my I-phone!



Regards: Renate Polglaze

NEXT Coffee and Cake

Wednesday 31st August [\(R\) Register here](#)

The Armory Wharf Cafe

Blaxland Riverside Park, Jamieson St Newington (off Holker St)
Sydney Olympic Park

Don't forget to register early so that I can confirm numbers with them, by text 0409656577 or email keith@aodaustralia.com

See you there ... Keith

The thing about the weather and Covid is that **you just can't** plan for the future, regardless of what happens you have to have plans, even if they get postponed or rescheduled you have to believe that life must go on. Sorry to get all profound but despite a few setbacks we will keep scheduling activities that we hope will eventuate, so on that note, I am very much looking forward to our annual Christmas in July lunch at the beautiful Carrington Hotel in Katoomba on Sunday.

We have 50 members and guests booked in for a traditional Christmas lunch with all the trimmings plus a surprise entertainment highlight from one of our members. It will be great to catch up with everyone and swap stories of Triumph, whether they be cars or just life.

I'm pleased to see that the Pinkstone Run is happening again on the 7th August, after an enforced layoff. Not an observation contest this time, just an opportunity to get the car and family out for a day in the beautiful Hunter/Central Coast region. Hope to see you there.

The tour of Sydney Helicopter's facility in Castlereagh is shaping up as a unique opportunity to see behind the doors of a working aviation operation not usually available to the public. I hope that many members and friends can get along to what should be a fascinating tour. Thanks to Graham Harrold and son Mark for making this event a reality.

Winters in Sydney are generally pretty bearable, some cold and wet days interspersed with clear crisp sunny days that make you think it might be worth going for a drive with the windows down or top off. I have just taken my sister, who is visiting from Melbourne, up to Robertson to visit my son and his wife and kids on their little farm. Thinking that it would be cold and soggy in Robbo, we rugged up and set off under blue skies and sunshine. The Macquarie Pass had been closed for long periods due to severe water damage, but the road was open this day and a section has been newly rebuilt making the road even safer. The tight corners and sweeping bends were perfect for a Triumph TR6, it was a shame I was driving a Ford Falcon.

TR6 Project Update :

The engine is ready, the engine bay is ready, all the fittings and brackets have been painted or replaced, so when is it going back into the car I hear you ask, very soooooon hopefully.

Cheers Geoff

TSOA Christmas in July Lunch Carrington Hotel Katoomba

Jeff Breen

The BOM were telling us that the weekend was going to be rather cold and a bit breezy around home, so to be contemplating a road trip up to the Blue Mountains did require hearty resolve, and a very thorough check of the heater in the car. What we had going for us though was that our own *Mr Good Weather* (*Geoff Batty*) was saying that "*we would be fine*", and to back that up he was going to be there himself. Along the coast, Sunday 31 July dawned quite cool but not really too cold, however the forecast for Katoomba was for a min 1C and a max 10°C(!). So, the TR6 was reverently ushered to one side and an alternate 6, this one with a tin top and a bigger heater, was rolled out (turned out to be a good decision).

TSOA NSW's Christmas in July Lunch at the Carrington Hotel in Katoomba held last Sunday was a great success (it was warm inside!) Some 45 members and guests enjoyed a sumptuous 4 course lunch in classic Elizabethan architectural surrounds, with open fireplaces, a friendly bar staff, lucky door prizes (wine and chocolates) and of course the very, very good company. A particular highlight for all was the great entertainment as we had brought our own. From the boot of their Stag, Phil Moore and Seiko produced enough equipment to dazzle us with a 20 minute performance of **Seiko's Jazz Era repertoire** of songs to **Phil's classic guitar accompaniment**. Particular highlights were **Seiko's performance of the Hawaiian Xmas song "Mele Kalikimaka"**, and **Phil's** finale piece of baroque and classical guitar (we have already booked them for next year).

This very enjoyable club gathering sped by far too quickly and for some it was soon time to think of the trip off the mountains and back to home. A hardy core of members opted to stay the Sunday night at the Carrington and further raucous behaviour was reported from an adjoining restaurant and later from the hotel's Billiards Room (no tales on tour).

One minor negative was that *Mr Good Weather* was one of those members who had turned for home on the Sunday afternoon, on the Monday morning (being without our talisman) the weather turned wet and cold. A few of us experienced that holding of cold breath while the starter motor whirled and there was no accompany roar, *the dreaded cold weather start*. In the long run all was well and another great day in the mountains was enjoyed by all. Thank you Geoff, and those who assisted and contributed.

Editor's Note: - with 45 members attending it is just not possible for me to get a photo of everybody into the magazine, take no umbrage I have done the best that I could to capture the vibe of the day..



TSOA(Ecurie Triumph) NSW
Christmas in July 2022
The Carrington Hotel Katoomba





James Rose



Geoff Batty with Tony and Lynden Moss



Lorraine Mooring and Helen Carter



Gunther Kaindl and Noni Staggs



Robyn Wards



Barbara Yeend



Phil and Seiko

Kerry Adby and that hat!

Does anyone else see a theme developing here with Geoff Batty handing out bottles of red wine to pretty women ... ??



Judy Breen



Lynden Moss



Eric and Leanne Hanich



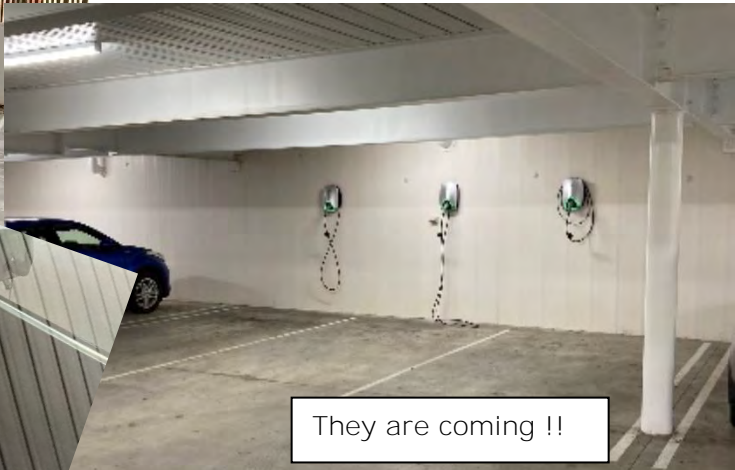
Grant and Sonia Turnbull



Leigh and Phillip Larmour



Peter Wards' beautiful TR6 had no difficulty with *the cold weather start* ... not so for the red 6 in the corner.



They are coming !!



Coming up Trumps

TSOA social and motorsport activities that should be in your calendar. Registration (R) is required for each marked event.

07 August, Sunday [\(R\)](#)

The Annual Pinkstone Run

Geoff Batty mobile: 0428 242 597 or

email: geoffrbatty@gmail.com

13 August, Saturday

CSCA Round 5 Morgan Club SMSP

Glen Coutinho – mobile:0418 640 188

email: Motorsport@tsoansw.org.au

14 August, Sunday [\(R\)](#)

Shannons Day SMSP

Norbert Nieuwenhuizen : mobile 0415 207 748

email: membership@tsoansw.org.au

19-22 August [\(R\)](#)

Cootamundra Sprints Road Trip

Jeff Breen: mobile: 0419 203 295

email: editor@tsoansw.org.au

31 August, Wednesday [\(R\)](#)

Coffee and Cake, The Armoury Café, Newington

Keith Higgins: mobile: 0409 656 577 or

email: keith@aodaustralia.com

03/04 September,

Ecurie Triumph Round10 ARDC at SMSP

09-11 September,

Ecurie Triumph Round 11 HSRCA – Wakefield Park ?

11 September Sunday [\(R\)](#)

All British Day, The Kings School Parramatta

Craig Sankey: mobile: 0417 286 903 or

email = sankey.cj@gmail.com

25 September Sunday [\(R\)](#)

Sydney Helicopters, Nepean Aerospace Park

Geoff Batty mobile: 0428 242 597 or

email: geoffrbatty@gmail.com

UPGRADING YOUR STAG'S STOPPERS

With Mike Taylor

TRend. The Official Magazine of TSOAQ

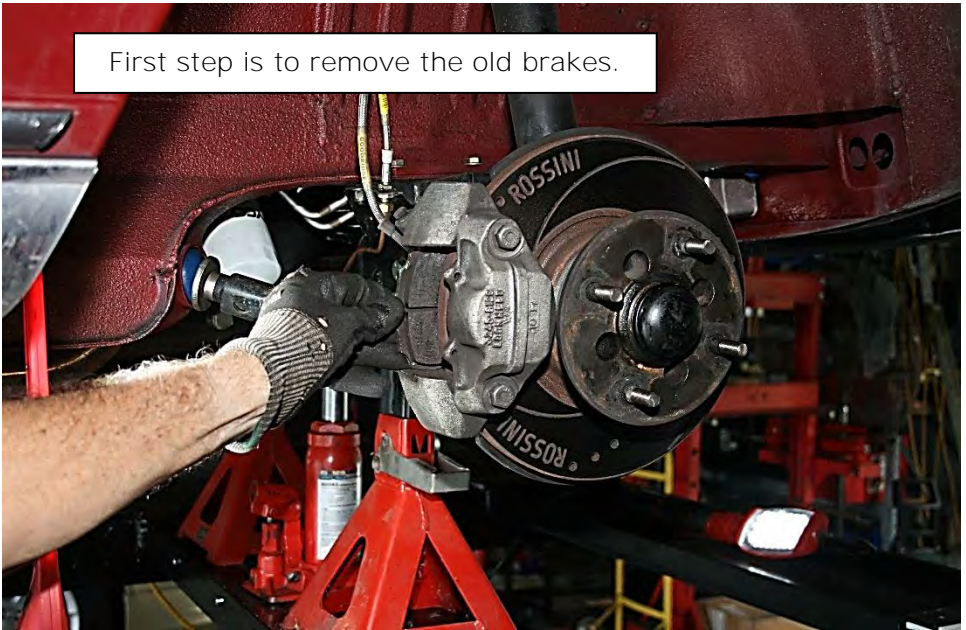
As many of you are aware I undertook a complete Stag restoration that was finally completed in 2016. During the restoration I made some improvements such as a four-speed auto gearbox, other items such as brakes and drive shafts were restored and kept as Triumph designed.

My rationale behind leaving the brakes as standard is that I also owned an E Type that was operating standard Dunlop disc brakes that I would describe as adequate for its performance. Not up to modern standards but they never gave me any reason for concern.

I thought that the Stag brakes with new rotors and rebuilt calipers would also prove to be adequate, however downhill runs with some heavy braking such as the old Toowoomba range hill had me concerned and a journey down Mt Glorious to Somerset had my concern rapidly turning to apprehension, bordering on panic, as the brakes continued to fade.

Manually locking the auto into a lower gear enabled a more controlled descent, thankfully arriving safely onto the flat with a very strong aroma of burnt brake pads. Other saloon Triumphs had to stop on the descent to allow their overheated brakes to cool so I decided I needed a brake improvement.

First step is to remove the old brakes.



After looking at various options I opted for a pair of Rossini drilled and grooved rotors with Greenstuff pads in the standard calipers. These proved to be a great improvement with less fade on long downhill sections than the standard set up and have been fine for normal driving including the Queensland Nationals.

However, a recent journey down Mt Glorious where I admit that I was more aggressive on the downhill section resulted in brake fade, which prompted me to investigate possible further upgrades. After discussions with members of the local Stag group it was suggested, I contact Monarch Stag and after some email exchanges and a Skype call, I ordered **some brake upgrade kits**. **Mark Wright has recently purchased the company and is keen to expand their business and product range.**

Initially I ordered a front brake kit that includes new vented front rotors that are also drilled and grooved together with Wilwood four pot calipers, Goodridge reinforced brake hose and all brackets and bolts for fitting. There is a choice of pads I have opted for BP10 which is a low to medium temperature pad, that reportedly has better fade resistance than standard pads, I can always upgrade to BP20, a higher temperature pad if necessary, swapping pads being a relatively quick and easy task.

According to Monarch, the kit is a straight swap. The rotors are easy to swap onto the hubs; after unbolting the old caliper the hub and rotor was removed and the new vented rotor fitted to the hub.

However, I did encounter a problem with the caliper, the section of the caliper bracket that bolts to the upright is thicker than the original caliper, which means it will not fit between the stub axle carrier and strut with the brake dust shield locating lugs in position.





Old rotor removal is an easy task.

These lugs also prevent in the caliper being central with the rotor, so I had two options; fit the kit without dust shield or cut off the lugs and make up some new brackets to fix in position.

I took the latter option and made two new locating brackets for each side that enabled the kit to be successfully installed.



Replacement caliper is thicker than original.

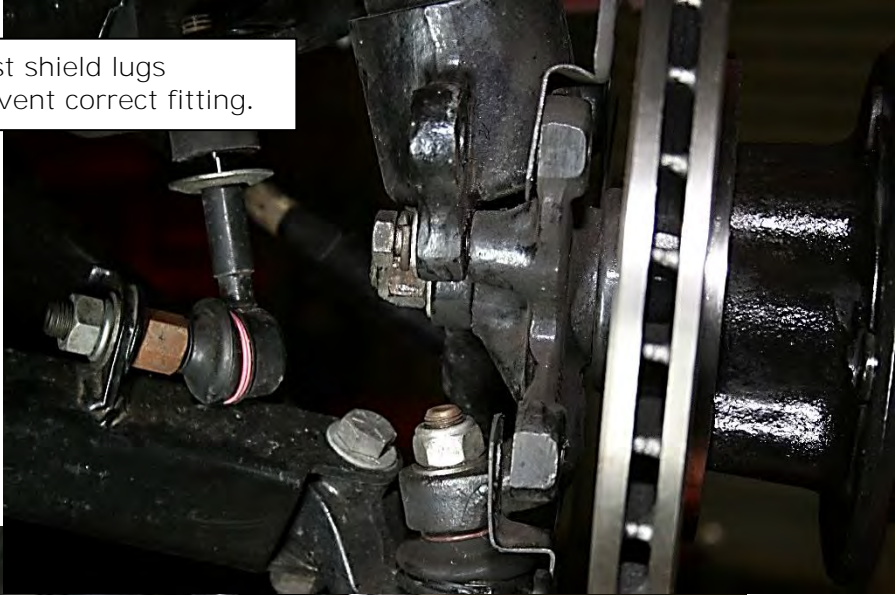
Mikes modified dust shield.



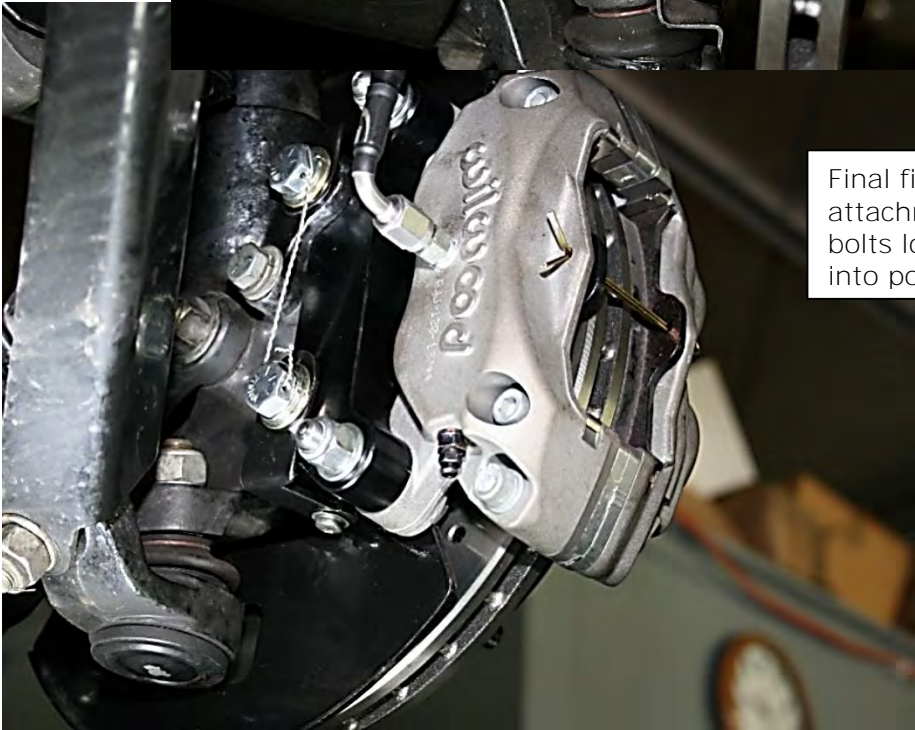
The kit came with bolts, but socket head setscrews rather than hex headed bolts. I preferred the look of the hex heads and I had to replace the two calipers to upright bolts anyhow as the old ones were too short to pass through the 3mm additional thickness of my new brackets. In all cases I used grade 8 UNF bolts.

I also ordered a rear brake upgrade replacing the old drums with discs.

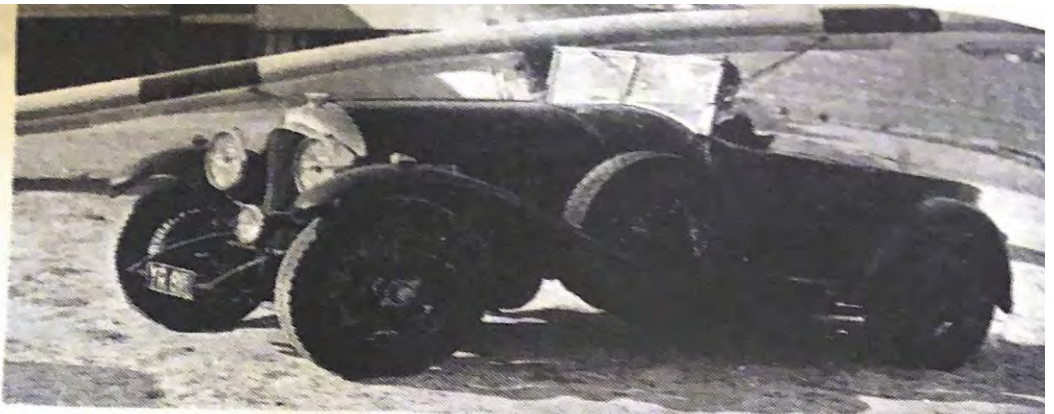
Mike Taylor TSOAQ



Dust shield lugs prevent correct fitting.

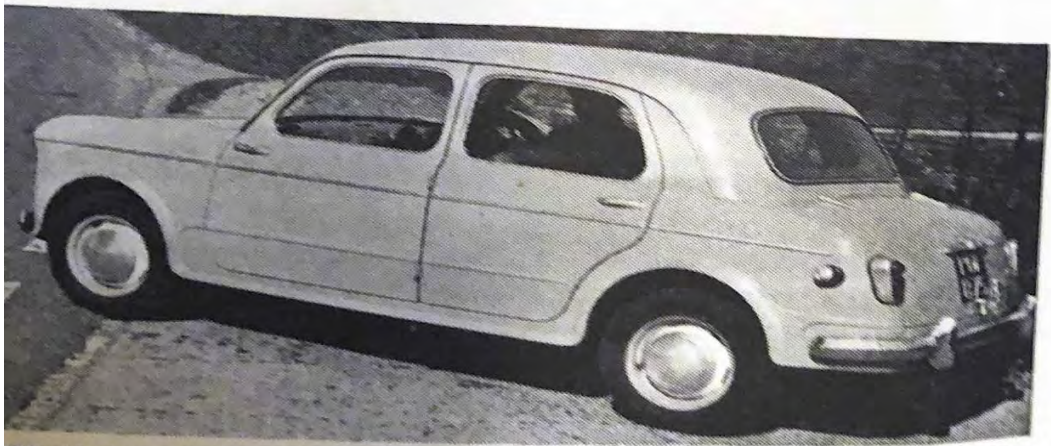


Final fitting with attachment bolts lockwired into position.



3-LITRE GREEN LABEL BENTLEY.—One of the few short-chassis 100-m.p.h. Green Labels produced, this very original piece of vintage machinery, finished in the traditional shade of green, is available at £2

(Photographs by permission of London Gliding Club and Richmond Pike.)



55 (July) FIAT 1,100 SALOON.—One of the more interesting Continentals, with typical Italian styling, the Fiat 1,100 cruises happily around at maximum speed in the 70s with a praiseworthy low petrol consumption. Its excellent performance and interesting roadholding will give satisfaction to the family man and enthusiast, and the leather upholstery and utter practicability will please his better half. This particular car has covered 6645

My brother had a similar Fiat in the late 1960's. It would have been better if he had bought nearly three Bentleys instead!!
Bill Revill
English Motor Sport Magazine June 1956

Minutes of TSOA (Ecurie Triumph) NSW Inc 699th General Meeting

Carlingford Bowling, Sports and Recreation Club, Carlingford.
Tuesday 12th July 2022

Chair: President Lorraine Mooring
Minutes: Nev Bowden

Start: 7.40 pm

Apologies: Keith & Merran Higgins, John Whittaker, Lyn Bowden,
Bruce Meppem, Laurie & Fran Bromley

Minutes of June GM: acceptance proposed Allan Wright: Seconded Phil
Larmour. Accepted by the meeting.

President: Lorraine Mooring

- Asked for numbers going to Wakefield Park for Dinner Friday Night
- Bookings for Christmas in July are good. Still space for more.
- Thanks to Erik Hanich for work and presentation on TSOA website
- Pinkstone run will be a simple format this year with a drive from Berowra to Swansea. Hunter group will take back organisation of this run next year

Secretary: John Whittaker Apologies

Vice President: John Stokes

- SA National Meeting is all organised for October
- Victoria have a committee together and have plans well under way for the 2023 National Meeting
- Kings All British Day incorporating our Concours in September.
Traditionally TSOA's biggest day. Tickets are available.

Treasurer: Laurie Bromley Apologies

Competition: Ken Peters

- Still short on entries. May be run at a loss
- Competitors can access garages/carports after 4 pm Friday

Social Director: Geoff Batty

- Social events have been locked in for the next couple of months
- **Mid 40's have booked for Christmas in July at the Carrington, Katoomba.** There will be prizes including best dressed (Christmas) and door prizes
- Sunday 25th September, a visit to Sydney Helicopters with a tour of the facilities followed by a BYO picnic lunch.

- Considering a tour to Phillip Island next March. More info to come.
- Updated progress on his TR6 rebuild

Editor: Jeff Breen

- Sub Editor (Judy) back in town so quality of magazine will improve
- Road trip to the Cootamundra Sprints is now organized.
- Details of the tour to SA Nationals will be available soon

Coffee and Cake: Keith Higgins Apologies

- July venue is at 1319 Mulgoa Rd, Mulgoa. The old Black Cat White Cat Café, now trading under a different name

Club Contact: Steve Ralston

- Nothing to report

All British: Craig Sankey

- Everything planned for a great day
- One Marshall Required for morning duties.
- Tickets available \$10 per car

Librarian: Ken Peters

- Nothing to Report

Webmaster: Erik Hanich

- Familiarise yourself with the updates on our website
- **Don't forget to put photos of your Triumph on our Facebook page.** Most liked photos will be featured the following month

Regalia: Tony Moss

- Tony and Lyndon showed a new jacket which is now available. Stylish, Wind and waterproof for \$83

Publicity Officer: Nev Bowden

- 2023 marks the 100th Birthday for Triumph Cars. We would like to celebrate this occasion and current thoughts are to visit Bathurst for a TRIUMPH MUSTER. A must would be a parade lap of Mt Panorama and a static display in the town. Talks are currently underway for accommodation venues and possible dates. Preferred time of the year is March, to avoid major events and winter in Bathurst. All Triumph

General Business

- **Phil Larmour Commented on the passing of Penrith's Muffler Man** who was well known for his excellent work
- Alan Cameron attended a Trivia night at the Royal Auto Club and enjoyed a successful night with his team

Trivia: James Rose

- James presented his second trivia round on the history of Triumph cars. The questions were just as easy as round one ?#!!*??

Meeting Closed: 8.35 PM

Hunter Happenings

TSOA Hunter Area Meeting July 2022

Despite the promising subject line, we didn't have a July meeting due to the extreme weather, so no minutes.

This continual rain is driving me mad, and I would think that classic car owners of any description probably feel similarly.

Regards ... Michael Debono



Do those lights look familiar?

Who am I? What am I? Where am I?

There is a special bottle of Triumph Cask 228 Dry Red to be won by anybody who can answer all 3 questions correct (excluding the few members whom I know know). *Ed.*

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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TRead Editor	Jeff Breen	0419 203 295	Editor@tsoansw.org.au

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CSCA – Combined Sports Car Association	Glen Coutinho	0418 640 188	Motorsport@tsoansw.org.au
	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

Ecurie Triumph Captain	Geoff Byrne	0418 409 170	gkbyrne@optushome.com.au
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MARQUE REPRESENTATIVES

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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).

DISCLAIMER The opinions of contributors, advertisers and any editorial comments expressed in *TRead* do not necessarily represent those of the Committee or members of TSOA. While every effort is made to ensure the accuracy of the content in the magazine including technical articles TSOA assumes no responsibility for any affects arising there from and disclaims any liability from errors or omissions herein. Contributions may be edited.

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TSOA NSW EVENTS CALENDAR

(as at 25th July 2022)

Notes:

Attendance to all events marked (R) must be registered via the website prior the day.

Details of events can be found in TRead and in flyers on the website.

Events in this calendar are registered club trips – logbook entries are not required for any events listed on our website calendar.

'Non -TSOA Events' not listed on our calendar may appear elsewhere – these must be log-booked for HVS and CVS vehicles attending. Events marked (*) are Clubman Points events.

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

AUGUST

Tues 02	Hunter General Meeting*
Wed 03	TR Register Coffee & Cake
Sun 07	Annual Pinkstone Run* (R) Details in website flyer
Tues 09	Sydney General Meeting* (R)
Sat 13	CSCA Round 5* - SMSP – Host – Morgan
Sun 14	Shannons Day*(R) SMSP
Mon 15	Sydney Committee Meeting
Sat 20	Cootamundra Sprints (R) Run days for the event start Fri 19, end Mon22.
Sat 27	CSCA Round 6* - Pheasant Wood – Host – MG Sydney
Wed 31	Sydney Coffee & Cake (R) The Armoury Cafe, Newington.

SEPTEMBER

Sat 3-Sun 4	Ecurie Triumph* Round 10 and ARDC celebration day-SMSP
Tues 06	Hunter General Meeting* - Alan Watson
Wed 07	TR Register Coffee and Cake
Fri 9 – Sun 11	Ecurie Triumph* Round 11 HSRCA – Wakefield Park
Sun 11	All British Day* (R)- The Kings School
Tues 13	Sydney General Meeting* (R)
Mon 19	Sydney Committee Meeting
Sun 25	Social Run* (R) - Sydney Heliport Visit
Wed 28	Sydney Coffee and Cake (R) – Coal Loader Cafe, Waverton

OCTOBER

Tues 04	Hunter General Meeting*
Wed 05	TR Register Coffee and Cake
Tues 11	Sydney General Meeting* (R)
Fri 21-Fri 28	TSOA National Meeting South Australia (R) Run days for SA trip – start Mon 17 Oct – end Fri 04 Nov.
Sun 23	CSCA Round 7* - SMSP – Host – Jaguar
Wed 28	Sydney Coffee and Cake (R) – Wisemans Ferry Park – BYO
Sun 30	MCCNCSW Charity Invite - (other events listing)

NOVEMBER

Tues 01	Hunter General Meeting*
Wed 02	TR Register Coffee and Cake
Tues 08	Sydney General Meeting* (R)
Sun 13	Social Run* (R) - TBA
Wed 30	Sydney Coffee and Cake (R) – The Village Cafe, Kurrajong

DECEMBER

Fri 2 – Sun 4	Ecurie Triumph* Round 12 , HSRCA -SMSP
Tues 06	Hunter General Meeting*
Sat 10	Sydney XMAS Party (R) The Epping Club
Tues 13	Sydney General Meeting* (R)
Mon 19	Sydney Committee Meeting
Wed 28	Sydney City Lights Picnic (R)

Last entry 30/06 1:13pm.



CLASSIFIEDS



For Sale

1976 Mark 11 Stag – Asking: \$35000

Reluctant Sale

- Engine # LF 43265 HEA
- Commission# LD43271AK
- Inca Gold (original colour)
- 3ltr Triumph V8 ((recent engine rebuild by David Clark Automotive)
- 4 speed Jatco auto
- Electric windows
- Alloy wheels
- Original hardtop
- As you can see from the photos, the car is generally in very good condition.
- The seats and soft top are in good condition, wool seat covers.
- All chrome trim and original alloy wheels are in good condition.
- The interior, upholstery and timber work are all in good shape.
- All interior and exterior lights operate as they should.
- **It's a terrific car and has given us years and years of fabulous memories , reluctant to see it go.**



- *Must go to a good home and owner.*

Contact Helen on
wandh1@bigpond.com

or
mobile 0412 917 445

200 Years of Triumph by David Clark.



No, Dave is not that old, but he does have 4 (of all 7) Triumphs which turn 50 this year ... so that makes 200!

We thought the Queen's Birthday Long Weekend was an appropriate time to celebrate and so we made a special Victoria Sponge Cake for the Birthday Cake.

We had 45 red, white and blue balloons and 5 "50th Birthday" balloons.

Dave and Marg

