



TRead



Official Journal of Triumph Sports Owners Assoc
(Ecurie Triumph) NSW Branch Inc.
www.tsoansw.org.au

June 2020

Coffee 'n' Cake January 2020
A sea of happy faces, those
were the days ... soon again!



President's Report

June 2020

Neville Bowden



TSOA Activities Update

Hi Folks, I trust that you are all well.

Despite the easing of restrictions in June, we are still bound by the limit of 10 people per booking and the social distancing rules. Businesses are keen to get up and running and are looking forward to welcoming us back. Geoff Batty has been following up with the Carrington Hotel in regard to our Christmas in July, and even though they are willing to accept our booking we will not go ahead with the event unless we can do so within the Governments restrictions. Keith Higgins has had a similar situation with our Coffee 'n' Cake venues, where the limit of 10 people per booking would put us at risk of fines if we went ahead. We are committed to maintaining a socially responsible attitude to our members and will not organise events that do not fall within current guidelines.

As frustrating as all of this is we are doing outstandingly well as a Nation, so it is hard to be critical of the limits the authorities have put in place. We are hoping the restrictions will ease further soon, and to that end John and Jenny Whittaker are setting plans in place for the annual Pinkstone Run, to be held in August. Geoff is also looking for appropriate destinations for other social runs which will enable you to take the Triumph out for a drive. The CSCA Supersprints are still on hold as restrictions only allow 50 people and that makes an event economically unviable. We are hopeful that our own event in September will be able to be run.

At this stage, our 2020 National Meeting is still going ahead as we expect that COVID-19 restrictions will be largely removed by the end of October. The Board of the Carlingford Club are currently deciding on a date to re-open their premises, however our General Meetings cannot be held under current guidelines. I am hopeful that we may be able to reconvene in August if all goes well. August does mark the 60th Anniversary of TSOA NSW, we will celebrate this milestone as soon as it is practical to do so.

Your committee continue to work in the background and have, to this point, been communicating electronically. We are hopeful of holding a face to face committee meeting in June. As a group, the TSOA community has done very well with no reported illness, so give yourselves a pat on the back and continue to take care.

See you out and about soon..... Nev

From the Editor

Jeff Breen



Well here we all go into month 4 of the COVID-19 isolation regulations. I would guess it to be a pretty safe bet that each and every one of you would be just about as much over this whole bloody thing as Judy and I are. Still we all must acknowledge, and be thankful that, the strategy to protect society is much biased toward the protection of people just like us, you know Triumph owners (older folk). So, everybody '*hang in there*', we trust that you enjoy this month's magazine.

The drafting of this month's edition has been a little bit complicated as some of the information that we had intended to convey to members was a little too optimistic and not supported by the revised COVID-19 regulations effective from June 1. Some late tweaking of the draft was required. Still if you are reading this, then you must have your copy of the magazine already in your hands and so therefore all is well.

With the absence of outdoor activities to report (again) this month the content to be found in the magazine is wide and varied. In addition to the usual club matters, Motorsport update, etc, this month we have a crossword puzzle from Keith Higgins, Tech Tips from Keith and John Whittaker, the latest instalment of "the Adventures of Doris Doretti", a new travelogue serial from Lindsay Day, a look into what moves our own David Clark, a brief look back into the TSOA past, and quite a lot more as well ... hopefully another good read. As editor I do have to thank members for their support in keeping TRead active during these times of isolation.

In April we lost Sir Stirling Moss. I was remiss as your editor in not noting this significant motoring moment in our May TRead. This month I have been granted permission from John Slater, Editor of the TSCC's "top gear" Magazine, to re-present an article that was featured in TSCC's March-April magazine, and which we both must acknowledge, was written by Srikanth Ramamurthy and published in SpeedToq on 13th April 2020. John added the photographs.

We hope that you enjoy your June TRead.

Front Cover: Lindsay & Jill Day's classic Stag in company with other significant Triumphs, dwarfed in the magnificent Karri forests of Leeuwin-Naturaliste National Park WA, October 2019.

May Front Cover: Graeme Rutledge identified the photograph as being a promotional photograph, offered by Leyland Aust to TSOA for use in TREAD. There does not appear to be significance in the cars or the drivers.

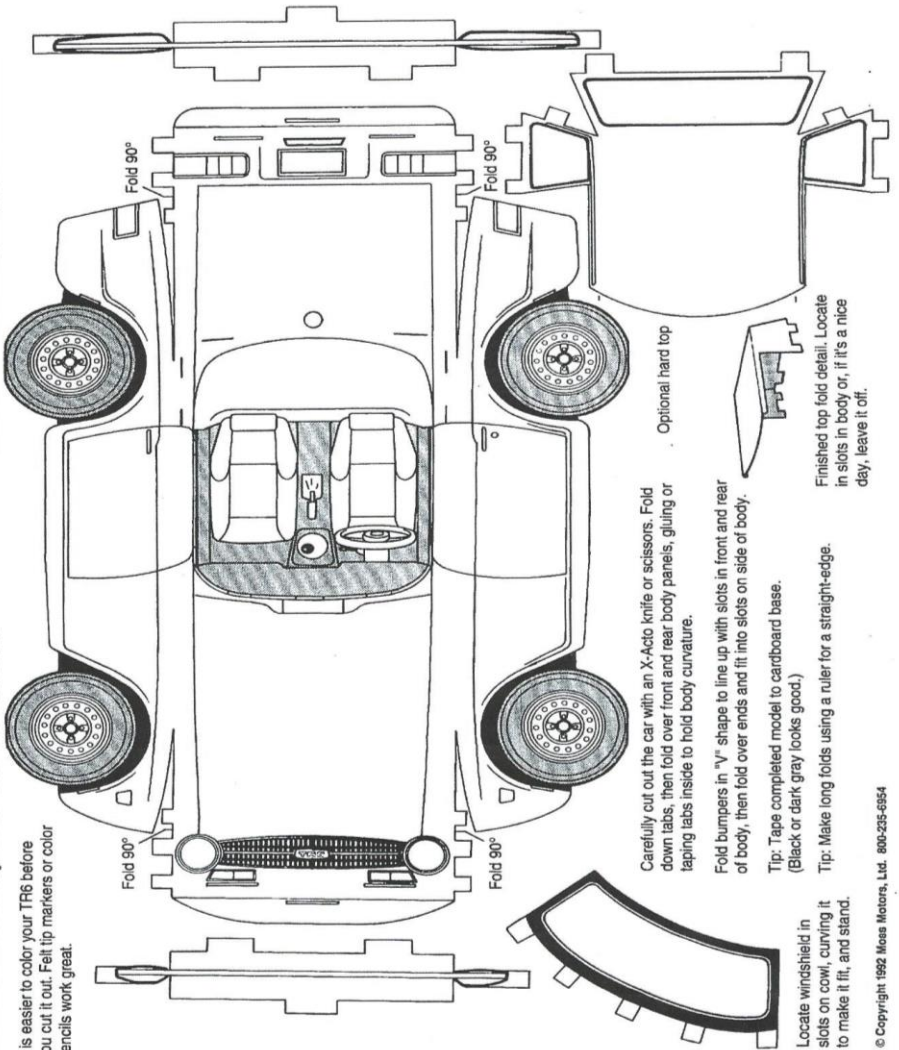


Moss Motors, Ltd.
British Sports Car Collection

It is easier to color your TR6 before you cut it out. Felt tip markers or color pencils work great.

Triumph TR6

November 1968 marked the beginning of TR6 manufacture, with 91,850 produced through 1976. The large displacement 6 cylinder engine has ensured an enthusiastic following among sports car aficionados.



Carefully cut out the car with an X-Acto knife or scissors. Fold down tabs, then fold over front and rear body panels, gluing or taping tabs inside to hold body curvature.

Fold bumpers in "V" shape to line up with slots in front and rear of body, then fold over ends and fit into slots on side of body.

Tip: Tape completed model to cardboard base. (Black or dark gray looks good.)

Tip: Make long folds using a ruler for a straight-edge.

Locate windshield in slots on cowl, curving it to make it fit, and stand.

Optional hard top

Finished top fold detail. Locate in slots in body or, if it's a nice day, leave it off.

An idea for bored members! The link below is to Moss Motors UK, it connects directly to a TR6 paper cut out (shown below). Geoff Byrne is issuing a challenge to all members to make one up and to paint it. Then to email a colour picture of it back to TRead where Geoff and myself will choose the best to be put in next TRead. Ed.
[https://www.moss-europe.co.uk/media/pdf/tr6-cut-out-car.pdf? bta tid=02568228205476387028244644467785843625477342468821923795661392924652305533263282107709007921905791979014](https://www.moss-europe.co.uk/media/pdf/tr6-cut-out-car.pdf?bta_tid=02568228205476387028244644467785843625477342468821923795661392924652305533263282107709007921905791979014)

Club Notice Board

New Members and Concessional Registration Schemes,

Hi to all Members

It looks like there is some light at the end of this long tunnel (COVID-19) and with any luck it is not a train bearing down us!!



As it appears we might just be allowed to have some outings in the beginning of June, I have had a number of members send me the concessional rego renewal forms for HVS and CVS which has been great, I will endeavour to get these sent back asap, or sooner.

Can I request that when you do send your paperwork to me for the club stamp, please do not send your original rego papers or the original of the pink slip ... photocopies will do. I ask this because if the mail gets lost you will need to get a new pink slip at your cost and new original rego papers, and dealing with the RMS for replacement registration documentation is not always a good experience

We have more good news today as we have 3 new members to announce for this month:-

- **Carmel Vella** with a sparkling **Spitfire** (right)
- **John Guselli** with a **Mk1 Sedan**, (below)
- **Chris Devereux** who is restoring a **Stag**

So, we welcome the new members and hopefully very soon we will be back on the road with club runs and getting together at monthly meetings.



Norbert Nieuwenhuizen
Concessional Registration and
Membership Officer

From the Library this month

Although the library may be tucked away, all snuggled up, and warm, we are not closed, the TSOA library is still very much open for business.



Of course, it will depend on the restrictions operating at the time as to how we get things to you, nevertheless if you need to borrow a book (for that lockdown project?) drop me a line and we will work something out. As an alternative I may be able to look up any required information and forward that to you via email.

Once again, I hope everyone is safe and well and learning lots of new things whilst we are in shut down. Hell, not only did I find out that we actually do have a garden, I have now learned how it works!

Cheers

Ken Peters
Librarian

0417 676 199 or ken7@bigpond.com.

This sort of sums us up for the time being?



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Website: www.davidclarkautomotive.com.au

Email: david@davidclarkautomotive.com.au

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



2020 National Meeting

Great news as we progress our way finally out of the Covid-19 virus shut down.

We are seeing light at the end of the tunnel as restrictions start to lift. This means my wonderful Committee, who have never stopped working towards our great week of Nationals, will be ready when you arrive in October at The Anchorage Resort, Port Stephens. I think this will be a holiday event we will all need by then.



I believe we will be able to finally confirm by the end of July that the Nationals will proceed. Your deposits are secure. In the meantime, business as usual for myself and the Committee.

Just a reminder, The Anchorage has released a small number of extra rooms, so if you know anyone who has missed out, a registration form is available on our website tsoansw.org.au

I will keep you informed each month now as we approach the Nationals rally. All the best to all and keep well. Looking forward to seeing you all soon.

NSW Nationals Coordinator *John Stokes*



Motorsport

**Glenn Coutinho
+ Ken Peters,**



Hi to all,

Not a lot has happened in motorsport this month. There has been talk amongst the clubs re Supersprint & motor sport in general opening up, however for now there is nothing concrete to report.

The whole problem here is with the current government regulations and social distancing. The detail following is just one example of the problem. Wakefield Park Raceway has reopened from last week for track days only but with some fairly strict social distancing rules in place, WP is limiting the number attending these track days to 40-50. There is no way any club could run a Supersprint day with 50 people and not incur a substantial \$ loss. Mind you this is all a moving target and we remain hopeful that the social distancing regulations might be adjusted perhaps as early as next month.

Some good news is that the CSCA ran a rough survey of its members as to who would be willing to come back to motorsport as soon as the restrictions will allow. The survey revealed that as far as TSOA members are concerned, all participants in motorsport, bar only 1 individual, are willing to return once the rules allow an event to be run. Most of the other CSCA member clubs got a similar result. However, the Jag club I believe have pretty much cancelled all motorsport events for 2020, and are leaving it up to individual members to make up their own mind if they wish to compete in events. I understand that there are efforts to get the MG Marulan Event scheduled for 14 June to still run. However, this will be dependent upon the numbers and the rules current at the time. I am not confident this event will run which means the next possible event will be at SMSF on the 15 August with Morgan. (Update: both events now cancelled)

I will keep a tab on what is happening as the situation is constantly changing, hopefully we are progressing towards a re-opening soon(ish).

Glen Coutinho





Nevertheless, we remain convinced(?) at this stage that the **TSOA CSCA Sprint Day** and **All Triumph Challenge** will be going ahead as planned. Of course, the exact dates for the weekend will still need to be confirmed. This is obviously subject to how many government restrictions may still be in place and just how and when those restrictions are relaxed. We will have to be aware of social distancing rules and the allowed numbers at events at the time. As tracks reopen, a number of events may need to be rescheduled, and consequently dates may be varied.

We will certainly be in touch with potential competitors to get an idea of the level of interest beforehand as many people have been going through tough times financially over these months. Stayed tuned.

Cheers...Ken Peters

A WEEKEND OF TRIUMPH FUN
& EXCITEMENT

SAVE THE DATES* NOW

TSOA Sprint Day

September 12th 2020 ?

ALL TRIUMPH CHALLENGE 2020

September 13th 2020 ?

Highland run to Goulburn, super sprint at Wakefield, a BIG dinner, All Triumph Challenge, Show & Shine & Lunch are just some of the activities planned for this action & fun packed weekend

STAY TUNED FOR MORE

Tribute to Sir Stirling Moss 1929-2020

Stirling Moss grew up by the Thames to parents who both participated in motorsport in one form or another. Naturally, it didn't take long for Stirling's desire to race to be kindled. Despite his father's wishes that young Stirling would choose a path that would lead him to dentistry, Stirling was able to convince his old man to let him spend his winnings from horse racing on a 500cc Cooper which he could race in the British F3.

Stirling made his racing debut in the British F3 as a 19-year-old in 1948. It must be noted that although a 19 year-old isn't exactly a young age to start driving the F3 by today's standards, it was an extremely young age back in 1948. To put it into perspective, Stirling's most fierce rival, Juan Manuel Fangio only began racing at 25 years of age, after serving time in the Argentinian military.

Motor racing was very much a gentlemanly sport back then and Sir Stirling was well known throughout the paddock as the gentleman. Jackie Stewart probably put it best when he said the following:

"He walked like a racing driver should walk, he talked like a racing driver, he looked like a racing driver and he set a standard that I think has been unmatched."



Despite his exploits in formula cars, Sir Stirling first tasted victory in racing, in a sports car at the 1950 RAC Tourist Trophy behind the wheel of a borrowed Jag. He continued competing at a high level in touring car racing, rallying, and endurance racing. Inevitably, he was noticed by the Formula 1 teams and although the Mercedes-Benz team couldn't sign him right away, the Merc team boss advised him to spring for the faster, more agile Maserati.

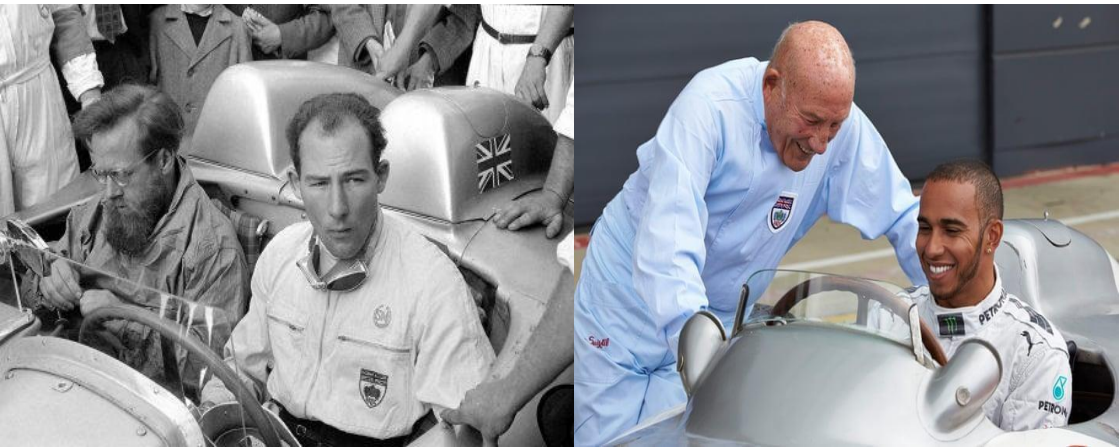
Despite issues with reliability, the Maserati thrust Stirling Moss into the forefront of the sport at the 1954 Italian Grand Prix he overtook both Juan Manuel Fangio and Alberto Ascari, two of the most revered drivers in F1 history. He led the race until the 68th lap when his engine gave up, but that didn't deter Stirling. He literally pushed his car past the finish line to take 10th place. By now, Mercedes had seen enough. They knew they wanted Stirling in their car.

Fangio and Moss would become the biggest stars for Mercedes-Benz. Despite being teammates, the rivalry between the pair would result in truly memorable races. Perhaps none more memorable than the 1955 British Grand Prix when Fangio famously let Moss by so he could take victory in front of his home fans. Although, Fangio would never admit it to Moss. This era of his career was perhaps summed up best by Sir Stirling himself. He proclaimed, 'The best classroom of all times was about two car lengths behind Juan Manuel Fangio'. Moss and Fangio would continue to be both bitter rivals and close friends until Fangio's retirement in 1958.

The closest Stirling Moss came to winning the title was in 1958, when fellow Brit, Mike Hawthorn won the championship. Funnily enough, Hawthorn's achievement was perhaps down to the quick bit of advice he received from Stirling. Hawthorn had spun and stalled his car on an uphill section at the Portuguese Grand Prix. When Stirling saw what had happened, he quickly advised Hawthorn to steer downhill, against the run of traffic and jumpstart the car. Moss even defended Hawthorn when the FIA tried to penalize him for the manoeuvre — yet another story that spoke volumes about the gentlemanly nature of Sir Stirling.



Yes, the record books will remember Sir Stirling Moss as the best F1 driver to have never won a World Drivers' Championship, but as you can tell, that doesn't even come close to telling the full story. Consider this: Sir Stirling won 24.24% off all the Grands Prix he took part in. His win percentage is higher than many of today's world champions, who had many more races per season than Stirling ever did. For example, Jack Brabham and Nelson Piquet, who were both triple world champions had a win rate of about 11.3%. Double world champions, Fernando Alonso and Mika Hakkinen had a win percentage of 10.2% and 12.4% respectively. Surely, it is unfortunate that Sir Stirling Moss had the terrible misfortune of being in F1 during the twilight of Fangio's career and the dawn of Jim Clark's. However, his achievements in F1 can never be summed by the number of world titles alone. The world should remember him for the fact that he redefined what was possible in motorsport. He embodied the grit and determination it took to drive the cigar-shaped high-speed death traps that competed in F1 back then, but he did so without losing even a bit of his well-mannered nature. The man puts it best himself, "I believe that if a man wanted to walk on water, and was prepared to give up everything in life, he could do it."



Stirling's performances in F1 will forever be remembered by the motorsport fraternity, but the most daring and impressive victory of his career has to be the 1955 Mille Miglia: a 993-mile endurance race across Italy that Sir Stirling and his co-driver, Denis Jenkinson won with an average speed of 98 mph. He finished the race a whole half an hour faster than Fangio, who was second. To give you an idea of the magnitude of the achievement, we must refer you to the Autocar report after the race which stated, "Imagine having an early breakfast and leaving London by car at about 7.15am, reaching Aberdeen by lunchtime, and getting back to London in

time for a latish tea — with only two stops. That, on roads that are admittedly better than British roads, parallels the achievement of Stirling Moss.”

Nobody really needed any confirmation, but the Mille Miglia victory set the degree of Sir Stirling Moss’ driving genius in stone. He eventually retired from racing in 1962 after crashing his Lotus at Goodwood, leaving him partially paralysed. That didn’t deter him from breaking his retirement numerous times in the 70s and 80s. It was in 2011, at the age of 81 when Stirling told the world that his racing career had definitely come to an end after he had scared himself during qualifying for the Le Mans Legends race. Till the very end of his career, Sir Stirling lived by his words:

“Movement is tranquillity.”

Srikanth Ramamurthy

Coffee 'n' Cake

May

CAFÉ DE WINMALEE

We were getting desperate for our monthly dose of coffee 'n' cake and so after a long and extensive journey up our driveway and back we finally found a vacant parking spot at **Café de Winmalee**. The service was pretty average, but that very rare and expensive Nescafe coffee tasted just great. Although only 2 turned up to this serene venue, the sounds of the birds and the wind in the trees made for a very pleasant morning. There was however something important missing the sounds of many Triumphs arriving and of course the clatter of enjoyment when catching up with everybody



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TSOA NSW CHRISTMAS IN JULY

DATE: SUNDAY 19TH JULY*

YULEFEST LUNCH — WITH ALL THE FESTIVE TRIMMINGS INCLUDING BON BONS

MENU: 4 COURSE MEAL, ENTRÉE MAIN, DESSERT, C/W TEA, COFFEE & CHRISTMAS CAKE. INCLUDES COMPLIMENTARY GLASS OF GLUHWEIN.

RESIDENT PIANIST & SINGALONGS

LUCKY DOOR PRIZE

**VENUE: CARRINGTON HOTEL, 15 – 47
KATOOMBA ST, KATOOMBA**

TIME: 12.00 NOON

COST: \$63 PER HEAD

**BOOKINGS ESSENTIAL:
RSVP 30 JUNE 2020
PAYMENT TO TSOA: BSB: 032-081
A/C 910909**

**CONTACT: GEOFF BATTY
EMAIL: geoffrbatty@gmail.com
MOB: 0428 242 597**

***SUBJECT TO CURRENT NSW GOVT.
COVID-19 REGULATIONS.**



Coming Up Trumps

02 August, Sunday: The Annual Pinkstone Run



The 'Pinkers' navigation run is back again and traditionally aiming for the first Sunday in August. Together with our Hunter Group Cousins, enjoy a great run on the country roads between Newcastle and Sydney. Easy observation questions and this time with a twist – a few technical navigation challenges!

This is an event that can be run in easy full compliance with NSW Level 2 Health Dept rules and will be an excellent opportunity to breathe fresh air before the pollution comes back. So keep the 2nd August date available. Details will appear in the July TRead.

Pre-book early with Geoff Batty geoffrbatty@gmail.com to assist with planning.

John and Jennie Whittaker

16 August, Sunday: Shannons Sydney Classic



It is disappointing to note that the **2020 Shannon's Sydney Classic** that had been scheduled for 16 August has now been **cancelled**. The CMC had to take this step early because of the huge amount of organisation that is needed with a show like this and where there were no guarantees that the COVID-19 restrictions will allow it to go ahead. So, for now we have to accept that the Shannon's Classic will be back for 2021. I hope you all stay safe and healthy in these times.

Norbert Nieuwenhuizen

12/13 September: TSOA Sprint Day and All Triumph Challengekeep your fingers crossed!



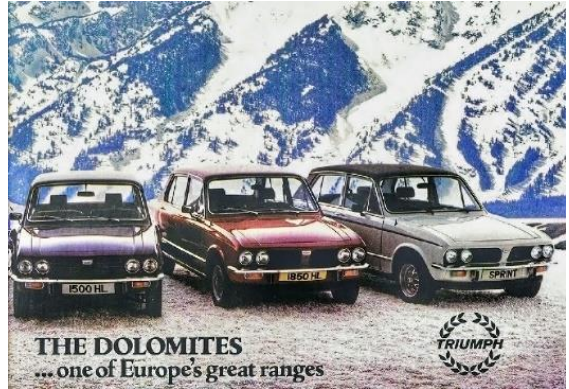
"9 Lives of A Dolomite"

Rodney Skinner.

Another Puzzle, Another Page of a Take Five Magazine.

It was back in November 83 and I had my last pay cheque from Leyland Australia. I should have been sensible and saved it. A Red Dolomite was noticed in a now defunct car yard. It had \$1200 dollars on the window, a complete body, very bad paint and 3 months rego till Jan 84.

I arranged an N.R.M.A inspection all usual points!!! Let's see? Oh Yes! Only four oversize wheels and tyres, damaged dash, and little left of carpets, smell of petrol in boot, rusty cascade from radiator, door cardboard bottom damaged, worn discs / brakes, also 1600 kilometres on clock??



Now it has 77,660 KLMS (+ a hundred thousand?), a few known garages, a road test in 'Practical Classic Magazine', Midas, Ultra Tune, and Sports Car SPRS. Was I nuts? Naïve? Anyway service with Midas, new discs, radiator sent out for repairs, hose connection had split, new petrol tank found in Victoria, custom carpets, five dolly type wheels, tank had rust holes from a puddle that sits between body.

2 Day Auto Paint at Lidcombe? It took one day to take the paint off. Looked alright, then the paint started to bubble on the bonnet, so it went back. Repaired auto ring gear and starter motor, it jammed together. N.R.M.A towed it to a garage, not a gearbox specialist, he had six Vintage British cars Hillman, Ford Consul etc. Thanks to Grant Turnbull, a new ring gear was found and fitted with a new starter Motor, it took 7 days to complete.

At Smithfield, I had a major accident with a cement truck. I had stopped at a corner, the truck pushed me across an intersection twice, it hit the back of the car and pushed the boot and, the bumper was under insurance claims. It was repaired thanks to Peter Wards and Friends to get the boot out.

Major maintenance on top end, engine re-build, head gasket, valves, new water pump 2018 for 2 Weeks at Omega Mechanical. May 2018 Nepean Classic, I had hand painted paint stripper on bonnet, thought I could prepare it, but I got too much on, so I arranged a front end panel and

bonnet with welding on panel joint underneath. Strip old paint, which was resprayed from Nepean British Classics, Penrith.

Small hose under the carbies, pushing petrol over the engine, carbies out of sync, petrol mix into canister also into sump. Onto a tow truck c/o N.R.M.A service 3 hour wait. (Driver did another job service). A go between after letting David Clarke know of the delay. David did service on the engine and fuel pump, it would shake whole engine and body, now it can move around the garden!

Now on Historical Plates, chances lost! It even won a couple of trophies for its 'Class'.

We were in the 2007 Dolomite Muster.



Where are they now?

"The Adventures of Doris Doretti ... a true country girl"

*Glen and Sue Coutinho
Goulburn, NSW*



Part 2

With the chassis back at classic restorations in Darryl's very capable hands the job of sand blasting, cleaning & repairing the chassis commenced. Once again to quote Forest Gump, restoration is like a box of chocolate, you never know what your going to get.....at least not until you scrape off 60 odd years of grease & grime, sand blast the chassis & then start going O S**t, this is worse than I thought.....but all fixable.

Darryl started to work his magic, cutting out the bad bit & fabricating some new bits the worst being the section the steering box bolted onto, this whole section had to be cut out & repaired. There were a number of other areas that while appearing ok, sand blasting had rendered them a little bit thinner & therefore weaker than before. In one area when drilling into the box section Darryl noticed a bit of rust, curiosity aroused he cut the top of the section to reveal water had entered this section leaving behind a whole lot of rust flakes. The section was duly cut out & as you could not purchase that size of box section anymore, we had to purchase a new section of a different size, cut & modify it to fit the existing section.



This was the case with a lot of the bits on the car, rusty or thinning bits had to be cut out, new section cut, welded & formed to fit the car. Simple things like the transmission tunnel, once cleaned up & sandblasted appeared to be extremely thin, the problem being that once the handbrake was attached to the tunnel, the constant pulling of the lever would have eventually pulled through the mounts. In the interest of seeking perfection a new transmission tunnel



was fabricated & the handbrake mounting reinforced. The work involved in cutting & fabricating was truly a work of art & a joy to see it all come together



While all this was going on, Terry Goodall was busy compiling a large list of bits & pieces that needed purchasing to do the restoration on all the mechanical bits. Ray Kasparian from Bare & Co became very familiar with my credit card details as the very extensive list of engine, gearbox & suspension bits were compiled & filled by the TR registers excellent parts supply. I have to say a big thank you to Ray who provided a lot of help & some excellent service, all at very reasonable prices.

While some of the parts were easily purchased some bits were a little bit harder to come by. While we wanted to keep the car as original as possible, we also wanted to keep it safe & driveable. The first concession was to ditch the front drum brakes & get disc brakes. As luck would have it there was someone in Victoria selling a disc conversion for a TR in Victoria. Deal done it was just a matter of logistics to get the bits delivered. Someone managed to pick it up & get it to Albury, Sue & I drove the short 4 hour drive to Albury & picked it up from there.

The other concession was the Gear box, while we were weighing up replacing the original with a overdrive unit from a TR4, Terry removed the gearbox from the car & discovered a huge crack in the bell housing, decision made easy, we happened to have an old TR4 gearbox with overdrive sitting in the garage that we had acquired many, many



years ago with the purchase of another car & was never going to be used. Even better once the gearbox was striped & inspected it was in very good, condition & required minimal work to get it restored.

The bigger problem was the diff, once removed from the car & stripped down it became apparent that it was pretty much stuffed. We decided instead of trying to repair the original we should replace it with a TR4 unit which had the benefit of having a slightly wider track, however finding someone who wanted to sell a complete unit proved to be a tad difficult. After many phone calls & false starts Mal Munroe came through with a suitable unit that we could use.

In the meantime parts were being chased up from all over the place, bits from the US, wiring loom from the UK, now this one is a surprise, this place in the UK makes brand new wiring looms for old cars that look just like the original right down to the colour of the wires, you can also specify some more modern amendments like allowances for mobile phone chargers, Radiator coolers & the like. I have to say when it arrived by post it looked most impressive.



By this time the engine block had been stripped & was ready to be sent off to an engine re-conditioner along with the cylinder head to be cleaned, overhauled & readied for all the new bits, this job was entrusted to an engine rebuilder in Goulburn.

All the interior bits like seats etc were picked up & taken to the upholsterer in Goulburn, with the colour picked, a dark burgundy, it was down to picking the type of leather, colour of carpet & the trim colours on the seats, our choice on this was an old English White the same colour that would be used on a leather lacing that adorns the top of the door on the Doretti.

With Summer & Christmas fast approaching it was soon becoming apparent, that the delays in finding a suitable diff & the extensive repairs required on the chassis were taking a lot longer than anticipated, our time line to complete the restoration was starting to blow out a little bit but half the fun is in the problem solving, the anticipation & the waiting, at the end of the day this will a project well worth waiting for.

Glen Coutinho

The Story of the Triumph 4000 Mk 2 Estate.

Dave Clarke

I bought my first Triumph in 1969, a 1966 Mk I 2000 manual, dark green with light green interior. Triumphs have been my everyday transport ever since – over 50 years!

Seven years later a friend saw a Mk 2 Estate on his way home from work and followed it to its home. The owner had privately imported it from the UK and had to own it in Australia for another 3 months before he could sell it. So a few weeks later when the 3 months were up, I visited the owner to see if the Estate was for sale. He said his wife wanted him to buy a Volvo, (Volvo, Rover and Peugeot were the competitors of Triumph at the time) so of course I encouraged him to buy the Volvo and I purchased his Estate. It was a 1972 2.5 PI Mk 2, auto with power steering, Mallard (greeny blue – like the duck) with black cloth trim, (like we had here with the 2500 S,) it had done 52,000 miles.

Around this time, 1976, Stag engines didn't have a very good reputation and some owners were fitting P76 engines to their Stags. I wanted to prove that reconditioned and serviced correctly, the Stag engine could be a good and reliable engine. I found a second hand Stag engine, fully reconditioned it and fitted it to the Estate with a manual A type Overdrive gearbox. As is often the case the more horsepower you have, the more you want, and so eventually I fitted a 4 barrel Holley Carby and extractors. Then a few years ago I replaced the Holley Carby with a Holley Multi-port Electronic Fuel Injection system. At this stage the Stag engine had done 300,000 kms.

About 15 months ago I started building a new engine. A Stag engine is basically two Dolomite engines put together to make a V8. A TR7 engine is a follow-on from the 1850 Dolomite, so if you take the bore and stroke of the TR7 and adapt it to a Stag engine you end up with 4 litre Stag engine. So I had a Stag engine block bored out to TR7 bore and used standard TR7 pistons and conrods. I had a crankshaft made with TR7 stroke and so a 4 litre Stag engine came into existence. I also fitted a belt driven water pump from a Mitsubishi Magna. I removed all the ancillaries from the engine bay while the engine was out and painted the engine bay. I added a 4 speed ZF automatic out of a 5 Series BMW and used a R 200 diff from a Nissan Sylvia with a 3.7 diff ratio, the same as a Stag. I also fitted uprated rear hubs with CV jointed half shafts and fitted disc brakes to the rear – the front brakes were already Stag.

It's been a good project with a very satisfying result.





**Dave Clarke's
Triumph Mk2 Estate
Stag V8 4Ltr engine**



Note this

The way we were



May 2002 – 19th Golf Day



**May 2008
CMC Day of
Motoring Run**

Right: Martini
Below: Mercedes





May 2013 Wings over Illawarra

RAAF Roulettes in action
Bob Jones TR7
Mal McFarland's Estate and
Darren McFarland's saloon



Lawrie Placing
gate crashing

**May 2016
Mother's Day picnic at
Abercrombie House,
Bathurst.**

The fare and the gang ...



Photos: Kaye Placing

ALL TRIUMPH RACE



2004



2010



Ooops! 2011



2011



2018

2019 ALL TRIUMPH CHALLENGE



Photos: Lorraine Mooring



Librarian harassing Editor!

Staggering Across Australia – Part 1 – Not Superman!

Jill & Lindsay Day

Given the corona virus restrictions on movement in early 2020 it is hard to believe that we had the freedom of driving interstate at will not so long ago. This is the first of a series of articles with our recollections of our last big trip and an expression of hope that we will again be free to do so. At the time of writing a number of state borders are closed and there are district border closures in West Australia. This article deals with vehicle preparation and performance. Stay safe everyone!

Driving our Stag across Australia from Sydney in October 2019 was not exactly what we planned when we signed up for the 2019 TSOA WA National Rally being held in Margaret River, Western Australia. We had intended to

take our 2.5PI sedan which has air conditioning. However, our sedan had other ideas and developed an 'expensive' noise in the gearbox in mid-2019. Enter our Stag to carry us 5,000km across Australia to the National Rally. Topless motoring among the giant hardwood trees in WA was the new vision for the trip.



It was time to clear the several year backlog of maintenance tasks on our Stag so that it would be in good shape for the crossing. Both cars have been lowered an inch, but our Stag has stiffer springs than our sedan and has Recaro seats with a thin cushion, so we were going to feel 'well connected' to the road for the whole trip. There was quite a list: rough running, front shock absorbers, oil leaks, headlights, coolant leaks, brake vibrations, and rear shock absorbers.... some were long standing while others were self-inflicted, as will become clear later. Preparation started at the end of August with 5 weeks to our departure on Monday, 7 October 2019 with a lot happening in the last two weeks.



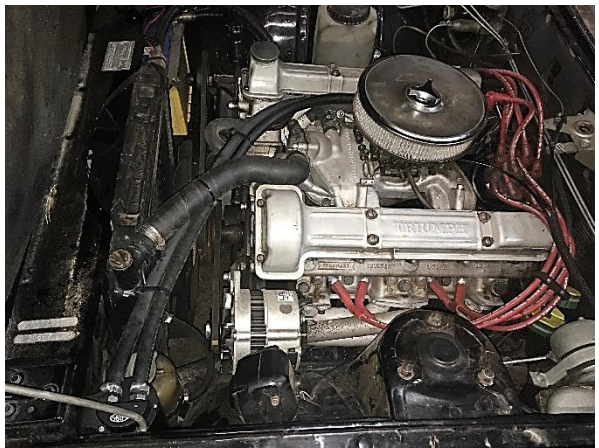
We had been on a recent run to Langford House in Walcha and our Stag had not felt particularly well while having heavier than usual fuel use of 25 mpg (11.3 litres/100 km). It has a locally fitted dual throat Weber DGMS38 carburettor (inspired by the StagWeber modification) and it seemed that the low throttle fuel adjustment for the two throats might not be evenly balanced. Each of the adjusting screws was wound gently onto its seat while counting the number turns which were found to be quite different. After consulting my records, both were set at the same setting and at idle the feel of the exhaust from each exhaust tip was reassuringly the same. The final of a series of tweaks was one eighth of a turn on the second day of the trip. Our Stag then drove beautifully and returned a consistent 28 mpg (10 litres/100 km). Most of the crossing was done at 110 km/h (68 mph).

The engine in our Stag is the original Triumph V8 with exhaust headers and a twin 2-inch exhaust. It is approaching the need for a refresh. Lying under the car on the cold, hard garage floor and looking up for oil leaks revealed that there was oil leaking from the cam covers so the cam cover gaskets were replaced. The oil strategy used 1L of heavy oil conditioner and 0.5L of seal restorer in our pre-departure 20W/60 oil and filter change. While occasionally supersprinting our Stag, there was a fair amount of oil carry over into the air cleaner. So, a SAAS oil catch tank was ordered 10 days before departure and fitted in the front left corner of the engine bay with its outlet piped back to the air cleaner. Full throttle was only used once in the whole trip after pulling out in front of a road train in WA that was doing 110 km/h and realising it was getting rapidly larger in the rear vision mirrors. When we got home there was only a tablespoon of oil in the catch tank and none in the air cleaner.

The location for the mounting screws for the catch tank was estimated and the first hole drilled between and below two screw heads that were painted over from when the car was repainted by the previous owner. The mounting screw was put in with a power screwdriver to make it easier to mount the

catch tank later. The engine bay immediately filled with acrid black smoke and the phrase "Dial before you Dig!" sprang to mind!

There are aftermarket headlight relays in the car but they had never been located in 20 years of ownership....until now. When the screw was removed it was too hot to hold but at least the acrid smoke had stopped and was gradually dissipating. The mysterious two screw heads were holding the two headlight relays to the front of the bulkhead and the new screw would have missed them both if it had been 5mm lower. As it was it went between them and slightly into one relay more than the other causing the positive feed to the relay from the starter motor to be shorted out until the feed wire burnt out. Which feed was it? Low beam....drat! This meant accessing the headlight relays which it turns out are mounted next to and outboard of the horns. The left-hand grille sections and headlights have to come out.... NOT a planned activity. Both headlight relays were replaced and a new feed for the low beam headlights was run across the front of the car from the battery rather than trying to dismantle the wire run back that disappeared into the gloom through the inside of the left hand front mudguard and emerged from a tight conduit near the starter motor. The feed to the high beam relay was still intact.



If I am to take out half the headlights should I carry out an H4 conversion using the lights I had bought a year ago? We are only a week out from departure and not every day can be a working on car day, so a half H4 conversion with low beam only was carried out and with the car on stands the beam alignment was estimated. It was later found to be quite short when we turned on the headlights for the first time in WA. Having all the lights in, it was time to put the grille back in which would take a couple of hours so it was left to be attacked first thing next morning. After all, how hard can it be to put **black** screws into recessed brackets in **black** grill sections into a **black** body with everything over-sprayed **black** in a cramped, dimly lit garage? It took all morning....during which I fervently congratulated the designers of the 'grille from hell' in several languages.

The car was already on stands for the fitting of the GAZ adjustable front shock absorber cartridges bought two years before. This was going reasonably well including rebuilding the top bearings until I found that the retaining caps for the cartridges had reached the end of their thread and the cartridges were very loose inside the struts. In the end two 11mm long

pieces of 1-inch water pipe were cut and one fitted under each cartridge. Putting the GAZ alongside the KYB units that were removed showed the GAZ units were noticeably shorter. The units were set at 9/28 from soft and that was a little firm as it made the random stuff in the ash tray jiggle. So they were backed off a few notches for best open road comfort and then firmed until the front did not feel 'floaty' on the second day. Thereafter a good ride to WA prevailed.

Whilst lying on the aforementioned cold, hard garage floor looking up for oil leaks there were signs of coolant seeping from the right bank cylinder head gasket. This cylinder head had not been disturbed since the mid-1990s. So, it was re-tensioned as a precaution against an increased rate of leakage during the crossing. Several sessions of quality time were spent in the 'unguents and potions' aisle of the local car parts store reading all the fine print on the back of cooling system sealing products. In the end a half litre bottle was acquired of the only sealer that seemed to not require a drain and flush of the cooling system before use. This was cheap insurance in case of coolant loss between service locations during the crossing which could be up to 160 km (100 miles) apart. 5 litres of water was also carried. At Nullabor, the halfway point of the crossing about 100 ml of coolant was added to address a very slow and steady loss of coolant but the sealer was not used until Norseman where there was heavy condensation in the right bank exhaust pipe by which time we had travelled over 3,700km (2,300 miles). A second 250 ml dose was applied halfway through the national rally at about 5,500km (3,418 miles) allowing us to complete our trip and the shipping of the car home via a special deal with CEVA for National Rally participants kindly negotiated by the WA National Rally organising team.

Our Stag had been fitted with oversize brake callipers from a Jaguar XJ6 and ventilated discs on the front brakes which were a very tight fit in the available space inside the wheels and also required grinding of the backing plates of replacement disc pads to not foul the wheel hub. There had been some vibration under brakes over time as well. So it was decided to revert to standard brake discs and callipers and use GreenStuff pads as used in my sedan. Rimmer Bros promised delivery 12 days ahead of our departure date and the discs, callipers and pads turned up a day early which was most helpful. They were fitted leaving a week remaining for the fitting of a new set of tyres and a proper four-wheel alignment. A copy of the alignment procedure page from the Stag maintenance manual was presented to Payless Tyres and Brakes at Freshwater who reckoned they are "always disturbed when people give us written instructions". They provided a great four-wheel alignment based on my preferred zero toe-in, front and rear (plus zero / minus 0.5mm) that made every corner fabulous for the whole trip and since. A new set of Toyo NanoEnergy 3 tyres in 195/70-R14 ran very freely with 31 psi (214 kPa) front and 34 psi (234 kPa) rear. The tyres are unmarked from the crossing, but I noticed that the look and feel of the car changed as the previous tyres were 195/65-R14 as fitted to my sedan.

It looks and feels better out of proportion to the 10mm increase in ride height.

The rear shock absorbers had been replaced with SPAX adjustable units a year prior to the trip and a final check was made to verify their settings after the wheel alignment. The same shock absorbers were on my sedan at a setting of 2/8 from soft. Looking at the setting screws I noticed that they had been hitting the lip on the trailing arm and were a bit dinged. The left one was set to 3/8 as were going to have a boot full of luggage but as soon as the right one was touched.... WHOOOOSH.... I found myself lying on the aforementioned cold, hard garage floor covered in and spitting out shock absorber oil and immersed in a cloud of krypton gas. At this point it was clear that I was 'not Superman' as a test had been applied but was thinking 'Oh Magoo, you have done it again!'. The sun was setting on this October Friday afternoon... and we are departing on Monday! I had a set of KYB rear shock absorbers in my garage but they would be too soft, so I put them on my sedan and transferred the SPAX units from my sedan to the Stag and set them at 3/8 while carefully positioning the adjusting screws so as to be away from the trailing arm lip. They worked well.

Insurance parts carried included a set of cooling hoses plus a length of ½ inch hose, fan belts, front hub stub shaft and bearings, half shaft universal joints, fuel filter, fuses, a Lumenition power module and a detector module. None of which were used which was the point of having them with us. Datsun 180B rear hubs are fitted so there was no need to carry a spare Triumph rear hub. We also carried a UHF CB radio to converse with our fellow Triumphs whilst with them. We travelled alone until the last couple of days of the crossing relying instead on our cell phones which had coverage in most towns.

Lindsay Day



Brian Weston's TR2

A friend of mine Brian Weston, who races with me in a MG Midget, recently mentioned that one of his first cars was a TR2. He sent me this story about the TR2 plus the photos. The car was a rare long door TR2. Only the race crowd will know Brian however I thought that you may like it.

. Geoff Byrne.

In late 1966, following graduation from the RAAF Academy (the air force's equivalent of the army's Duntroon), the air force sent me, and two of my mates, to the UK for pilot training with the RAF. It was not RAAF policy to train pilots in the UK, but with the RAAF pilot training system unable to cope with the RAAF demand for pilots - due to the Vietnam War - a few of us were despatched to the UK. We left Australia in some haste and arrived in the UK in late February 1967.

With so little notice of the overseas posting, I decided not to try and sell my 1964 AH Sprite Mk III but leave it with my parents, where the car was stored on blocks.

Arriving in the UK, with little cash, I began a search for a suitable set of wheels. I soon found a well-used 1952 TR-2, complete with plenty of rust and an engine that seemed to use equal quantities of petrol, oil and water - it was not wise to stand behind the car's exhaust on the first cold start of the day. I paid Stg 90 for the car which was a little over the top and which needed me to talk with the manager of the Bank of New South Wales, conveniently located nearby Australia House in London.



He was more than reasonable about a suitable overdraft, and I soon had a sporty car that befitted my status as a 21 year old, junior RAAF officer about to fly the Jet Provost and the Hawker Hunter. The old Trumpy fitted the bill - and the image.

Despite its liberal use of oil, the engine never failed me, although once, I did see my front right wheel, complete with brake drum and hub, depart after the stub axle broke. The wheel rolled along the road adjacent my door, where I could almost touch it, before bouncing away into a farmer's paddock where I had to scramble to retrieve it.

The TR-2 came with overdrive, and with someone having bypassed the overdrive cut-out switch, the overdrive was operable on 2, 3 and 4. So it

was entertaining going through all seven gears with the raucous exhaust echoing off the stone buildings in small English country villages. It was not a great handler, especially on old Michelin X tyres. Fortunately I had plenty of experience driving my Sprite before leaving for the UK so I was reasonably capable of giving it handfuls of opposite lock to stay on the road while negotiating the UK roundabouts. In the wet, its handling degraded further; in fact, diabolical is probably a good description of its handling in wet weather. And with no seat belts, and in unskilled hands, death trap comes to mind.



Its forte was cruising. It could easily cope with the 70 mph speed limit on the M1, covering the 280 miles from Newcastle to London in a little over four hours.

In August 1968, when it was time to return to Oz, nobody wanted to buy the noisy TR-2 from me so I sold it to a wrecker for Stg 10 in Holyhead, not far from RAF Valley in Anglesey, Wales.

In a way, I was sad to leave it behind as I really enjoyed punting the brute around; especially in summer, with the roof down, right arm hanging out the side, and with the exhaust telling all and sundry the Trumpy was coming. But I am not joking, in the wet, it went sideways in a flash.

While my two mates bought their two cars back to Australia - one a new 1967 Cortina GT (bought duty-free) and the other a latish model TR-4 with a Surrey top - the TR-2 was in no shape to ship back to Oz. Indeed, any British car that had been driven for 15 years in the moist/wet UK climate and on roads covered in salt, to delay ice formation, was riddled with rust.



Where Are They Now???

Brian Weston
MG Midget Group S Racer

*Here is a good project
If anyone is bored, recycling old
stuff is a good idea to keep busy*



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- Wilwood caliper kits are also available to fit the original rotor.

THE SEARCH FOR A RELIABLE HORN

Lindsay Day

It all started when I took my Stag down the road for a rego check. Everything was going fine until it was time to blow the horn. We had been through the all the lights and the right rear taillights had behaved themselves must have been that loose lug that I tightened up on the earth lead to the light assembly.

By this time we had high beam headlights on with the engine running. The guy testing the car reached in the driver's window and pushed the horn switch on the control column stalk and the horn went 'clack'. He then put the headlights on low beam and pressed the horn control again and the high tone horn worked providing a somewhat anaemic tone. When he turned the lights off completely both horns would blow properly. That and picking two tyres for tread depth (I had expected at least one) rounded out the mornings activity and it was time to retreat to the garage.

A couple of nights later the search for bad joints in the wiring to the horns began. First, I had to find the horns. I had expected that they were probably where they are mounted on the Mk 2 saloons which have one on each side of the top of the radiator. Close, turned out they are both mounted behind the left-hand headlights and ahead of the panel on which the radiator is mounted. A very convenient place to reach provided the car is upside down, or less so if one is lying on the cold, hard, grotty garage floor and inserting one's left arm up behind the bumper bar. You can forget the idea of getting two arms in there unless you pull the grill and headlights out which sounded like overkill for what I was trying to do. Wiggled the purple/yellow wire and black earth wire connections and pulled them off. Seemed to be in good order as they were clean and bright. The fault must be elsewhere.

Maybe I should start at the other end where the wiring comes on and off the relay plate at the back of the parcel tray which is where the horn relay is located. Struck gold first up. The relay plate inline connector pin with the purple/yellow wire that goes to the horns had some corrosion or deposit on it. Cleaned it gently with an old scotchbrite pot scourer and a little WD40 and then worked the connector in and out a few times. Time for the big test with the engine not running and the lights on low beam. This provided a more stringent test due to there only being 12 volts in the system instead of up to 13.8 volts when the engine is running. Got both horns to blow first time, then only the high tone horn the second time, and by the fourth time we were back to 'clack'. Seems like there is a connection getting hot somewhere and causing a progressively larger voltage drop as it gets hotter.

OK, where does the power come from to get to the horn relay on the relay plate. The purple wire coming from fuse panel terminal number 2. Hang

on there is a yellow wire on that terminal that goes to the overdrive solenoid on the gearbox! Armed with a connection diagram for the fuse block that I had distilled the circuit diagram in the manual it did not take long to figure out that none of the wiring on the fuse block was to drawing. Good thing that I have never had any electrical trouble in the four years that I have had the car! Trying to sort a problem out on the side of a road on a dark night would not have been fun. But the mispositioning of the wiring in itself would not cause the problem with the horns.

The fuses were a different story. Struck gold again. The end caps on four of the fuses had gone rusty and some of the older type fuses had suspect looking solder on the ends. A number of fuse holding clips and a number of connection terminals on the back side were covered in a greenish white deposit as well. Time for the fuse block to come out for a ritual cleansing. Gentle cleaning with the used scotchbrite and a little WD40 followed by wiping clean. The wiring to the fuse block was restored to the correct connections and then the fuse block was remounted in the scuttle ensuring that the gasket between it and the scuttle was sealing properly. Fitted new fuses and was now ready for the next big test. With the lights on low beam the horn blew properly a few times then only the high one would blow. After waiting a few minutes and testing again, both horns would blow on high beam once with the low one stopping almost straight away. The horn is getting stronger but there is still a high resistance joint somewhere.

Now where does the power to fuse terminal number 1 come from? It is a brown wire that is connected to the battery connection on the starter motor. There are actually two wires of similar size along with the heavy battery cable on this connection. Back on the aforementioned cold, hard, grotty garage floor after jacking the front of the car up and putting stands under the jacking points. On my Stag both of these wires were soldered into a single ring lug. Looking at the soldering it looked a little dry and ordinary. Maybe this is the dry joint I have been searching for. Cut the lug off and re-lugged with individual crimp lugs on each wire. Then reassembled on the starter motor connection which looked clean and bright and did not need cleaning. Time for another test and going for broke, I went for the high beam test first up. Stronger again but after a couple of blows the low horn stopped working again. Bugger!

There was only one other connection in the circuit which was the horn relay itself. Replaced the relay with one I had in stock from a 2.5PI that had 'gone to glory'. Another test and success! The horns would blow on low beam and high beam, and repeatedly hard and long without fading out. Beauty! To be sure, I took the cover off the old horn relay and found that the contacts were burnt.

Just think, I could have replaced the horn relay first and probably got the horn to work properly straight away. But, think of all the 'fun' I would have missed out on including the lying repeatedly on the cold, hard, grotty garage

floor. Not to mention all the connection difficulties and misplaced wiring in the car that would only have got worse with time.

If there is a moral to the tale it is that water and electrical systems don't mix well. It would appear, that the fuse block and the connector for the relay panel had got wet at some point and that gradually led to the condition of the connections being adversely affected by corrosion products. We do have acid rain in Sydney caused in part by the sulphur content of automotive fuels. My Stag had a complete respray in the mid 90s which saw a white Stag become a black Stag and the wetting of the fuse block and relay plate connector could have happened at that time.

So check your fuses from time to time and make sure they stay dry. They may not be in as good condition as you would like.

CLUTCH HYDRAULICS

Geoff Byrne

One of the more frustrating failures which can occur to our manual sports cars is to have the clutch fail while on a drive. Most often it's the hydraulic system which fails. The pedal goes to the floor and you can only get gears with difficulty if at all. If there is a servo handy buying a can of brake fluid to empty into the master cylinder may get you moving and perhaps home. Fluid loss will usually have come from either the master or slave cylinder. It is very unusual for a flexible hose to rupture, but it can happen. Hopefully if it's the master cylinder the escaping fluid has not run down the fire wall damaging the paintwork.

A bit of preventative maintenance will ensure that your hydraulic system does not let you down. I like to go over my road car once a year at rego time to make sure it will not let me down on the next club run. Checking

both master and slave cylinder is a must do and is a simple matter of peeling back the rubber boot to see if there is any sign of fluid leaking passed the seals. Its important to peel back the boots because you can have the first sign of a leak with fluid being retained in the boot and not leaking out making it more



obvious. If there is leaking fluid it's time to remove the cylinder and take it apart to see if it just needs a seal kit or replacement. Replacement is often the easy option. Once the cylinder is replaced its time to bleed the system. At this point it may be worth considering using silicone fluid as it does not damage paint work but is a little more difficult to get all the air out of the system.

A number of our cars have slave cylinders in awkward locations and bleed nipples not at the high point where air will accumulate and be easily expelled. The Dolomite Sprint is good example of this.

One of the best ways to bleed a slave cylinder is to unbolt it and hold it vertical while being bled. This is a very good method when using silicone as any bubbles are slow to rise to the top. When you disconnect the slave cylinder you then have the problem of ensuring that as pressure is applied to push the fluid through the lines it does not pop the piston out of the cylinder.

Some slave cylinders have circlips to prevent this happening but not all, especially the cheap aftermarket ones. I use a simple tool to allow for the slave cylinder to be bled unbolted from its bracket. A piece of steel bar about 30 x5 mm with three holes as shown in the attached picture bolted across the open end of the



slave cylinder with one bolt going into the bore to prevent the piston popping out when fluid pressure is applied . The centre bolt can simply be a piece of threaded rod with a nut on either side of the bar or it can be tapped or have a nut welded on. After the system is bled its then a simple matter of unbolting the bar and bolting the slave cylinder in place.

When using silicone fluid, I have found it beneficial to leave the slave cylinder in a vertical or near vertical position overnight and finish the bleed the next day which allows any bubbles to merge and be more easily expelled.

If you have a problem pumping the fluid through to the slave cylinder or the cylinder won't return properly its worth checking the flexible line. Rubber flexible hoses, both brake and clutch, if they are very old have a habit of collapsing internally which cannot be seen. This can prevent fluid

flow. I have had this happen to a brake hose causing the brakes to not release properly and dragging. If you do not know that the hoses have been replaced in the last ten years, then replace them. A good preventative maintenance strategy.

Geoff Byrne

Repairing the seats in my Stag

(February 2003 TRead)

Laurie Bromley

After two years of sitting on the floor in my Stag, I decided to do something about it! Especially as I was planning on going to the National Meeting in Victoria. After inspecting the underneath of my seat, I ordered a new diaphragm from Rimmers and a new foam base. I couldn't quite afford the new cover as well. Unfortunately, the parts didn't arrive before we were due to depart. I bought some webbing from Clarke Rubber suppliers and using the hooks from the diaphragm, inserted three webbing straps across. The difference in comfort was amazing!

After the return from Victoria the new parts had arrived, so I set aside a Saturday afternoon for the repair. The seats were easily removed, and I discovered that one of the webbing straps had broken, I think more straps including some crossways might have been more successful. I removed the sliding mechanism, then the old diaphragm. The seat cover was held in place by some simple clips, which were easily removed; however, the foam was stuck to the cover. I peeled this off, destroying the old foam in the process. The new diaphragm was stretched over the base and the hooks inserted with a small amount of difficulty. The new foam was put in place and the cover stretched over the foam and the clips put back in. The runners were a little difficult to bolt back in, but a little fiddling resolved the issue. Putting the seat back in the car was easy. The results? Much better, however the seat seems a little flatter than before, this may ease as the cover stretches under my not inconsiderable weight!

I had bought another diaphragm for the left hand seat, so I tackled that next. Once again on turning the seat upside down the old



diaphragm had disintegrated. It was easily removed after undoing the slides. The new diaphragm was harder to clip in as the seat foam and cover was still in place, however with a few references to the Almighty the last hook slipped into its locating hole. The passenger seat was also greatly improved and, in retrospect I should have not bothered with the foam, just replaced the diaphragm on both.

My next task was to replace the T-Bar cover. The T-Bar was easily removed by unscrewing the chrome plate over the windscreen, removing the sun visor clips, and unbolting the 3 retaining bolts on the T-Bar. I also had to unclip the wires to the interior light. The cover came off very easily. The new cover was difficult to stretch over the foam. Trimming the ends and folding and gluing them over the end of the T-Bar was very fiddly. I had bought new connectors for the hardtop demister and they were easily screwed in place. Replacing the T-Bar took most of the afternoon! The bolt holes were 'out' by about a centimetre. In the end I made a jig by screwing a length of wood to my jack and putting it between the windscreen pillar and the "B" post to push the two apart. I should have marked the old screw holes at the front before covering with the new vinyl as they took a while to locate. The interior light hole had to be cut and glued as well.



The end result? I was disappointed with my effort at stretching the vinyl, however it doesn't look too bad. The bolts on the B pillar are now nice and shiny, and the hardtop connectors fill the holes. There are now no cuts and holes in the cover. If I were doing it again I would take the T-Bar and cover to a motor trimmer and let him do that bit.

Costs (2003\$)
Seat foam \$128,
Diaphragm \$54
each, T-Bar cover
\$150

Laurie Bromley

TECH TIPS

PENCIL THIS IN

There is nothing worse on a car repair when you know what is going to happen. when you try to undo that rusty nut or bolt and if it snaps it means disassembly of half the engine and then hours of work trying to extract the broken bit from inside the casting .

What I have used and never ever had that problem again even on exhaust studs etc. is the magic called Graphite. Simply rub POWDERED GRAPHITE into the thread before tightening and then remain confident that you can take it off again if required. Most good hardware stores carry powdered graphite.

Graphite has two major properties that are useful . First it totally unaffected by engine heat and is a very good thermal conductor ,secondly it is a very good electrical conductor very important for the reduction of engine electrical leakage currents causing electrolysis and oxidisation.

The stories about removing stuck cylinder heads are not only confined to Triumphs it happened on many different makes of cars .What we used to do was to use it as a kind of polish by rubbing a small amount across both machined surfaces with a very small amount wiping of any excess afterwards. Never had a head stick since. It is also very useful when you are using a torque wrench, rub it into the threads and you will get a more accurate torque reading as it eliminates thread binding.

If you are caught out without graphite powder grab an old lead pencil remove the lead and then crush it into a powder Works perfectly. Most pencil cores are made of graphite mixed with a clay binder. This is resistant to moisture, most chemicals, high temperatures. ultraviolet radiation and natural aging.

Keith Higgins

CHROME WORK GETTING A BIT TATTY?

- Wash off any dust etc.
- Scrunch up a ball of aluminium foil
- Rub the chrome to a high shine (doesn't reduce the chrome thickness or leave compound residue around the edges).
- Seal with favourite wax.Extra tips: If rust stains on the chrome, dip the Al ball in Coca Cola. Rub wash off and seal as before. Also works on dishwasher marks on stainless steel cutlery

John Whittaker

REMOVING HEADERS FROM THE CYLINDER HEAD

Problem is clearance between the headers and the chassis in some Triumphs. The headers cannot be moved sideways enough to clear the studs. The centre studs must be removed to enable the headers to be lifted or the cylinder head to be removed. If the studs have been there for a while they will invariably be corroded into the head and will not move. &#amp;#&%***. Good luck!

Always grease the stud threads with anti-seize before screwing them into the cylinder head and put them in hand tight only. They can be removed with relative ease next time. John Whittaker

MAKE IT SMILE

When cleaning and shining the car's jewellery great care is needed not to polish through the very thin chrome on badges. The safest way is to use toothpaste and a brush. It does not have a harsh cutting compound and washes off with a rinse without leaving a residue. It is also good on the rest of the car's chrome and has the benefit of smelling fresh.

NOTE it is important you put the toothbrush back exactly where you found it, that way you won't be found out for borrowing it. Keith Higgins



HOW SWEET IT IS

When faced with old rusty parts that need to be cleaned you may end up with a lot of toxic acids etc. to dispose of.

One method for avoiding that is to mix either treacle or molasses with water and leave the parts submerged for a couple of days. Result: clean as a whistle, parts and no problem disposing of the treacle/molasses mix or keep it for next time.

If the parts are too big, make a wall with some old bricks the shape of the parts and push in some plastic sheeting for a temporary bath.

Jill's car was old and unreliable and she called John for a ride every time it broke down. One day John got yet another one of those calls.

"What happened this time?" he asked.

"My brakes went out," Jill said.

"Can you come to get me?"

"Yeah, all right, where are you?" John asked.

"I'm in the hardware store," Jill responded.

"Okay, and where's the car?" John asked.

Jill replied, "It's in here with me."



Club Regalia



TR6 Dash

Winter Jackets \$55 All Sizes

Chambray Shirts \$35 All Sizes

Polo Shirts Blue \$28 All Sizes

Polo Shirts Black \$28 All Sizes

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

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Hurricane umbrellas – 68cm

Golf size \$39.00

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

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

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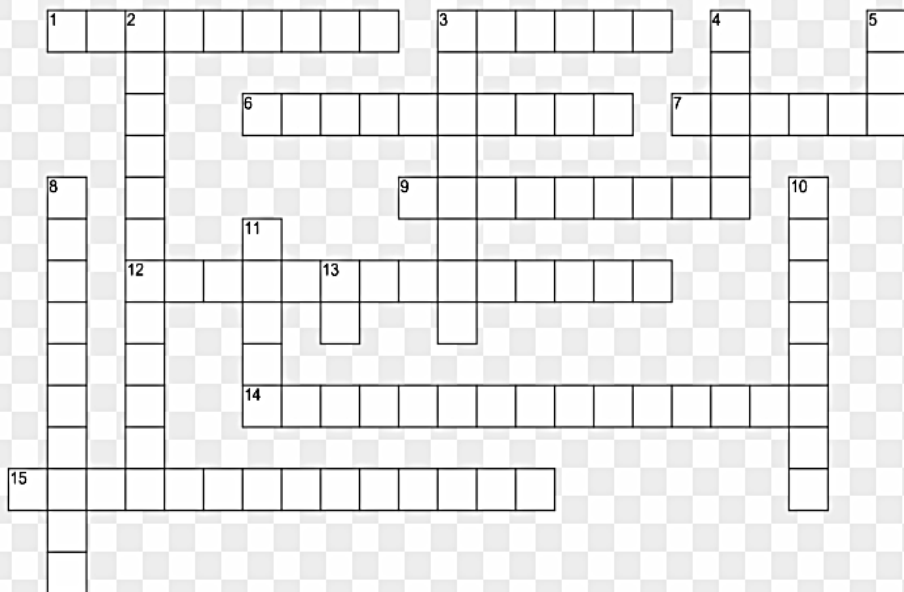
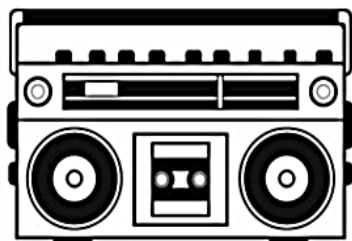


Something different, a Crossword from the 1980's. It is not easy, and there was earnest debate at the editorial desk about its inclusion. So, go make yourself a coffee (or two), and then give it a go. Relief (the clues) may be found on Page 48.

Name: _____

Date: _____

80s Crossword



ACROSS

1. Multi-colored bear characters painted by artist Elena Kucharik for American Greetings in 1981.
3. Famous arcade game first released in Japan on May 22, 1980.
6. Michael Jackson's hit single from the album, Thriller.
7. TV series cartoons with more than one hundred small characters, and their names are based on their characteristics.
9. Nothing's Gonna Stop Us Now song from Starship was Featured as the theme to the romantic comedy film _____.
12. "I Wanna Dance With Somebody (Who Loves Me)"
14. Hit single song from Phil Collins.
15. TV series with a red 1969 Dodge Charger called General Lee.

DOWN

2. A girl named Wisp with the mission to bring color to the world by locating the Sphere of Light.
3. A team of commandos on a mission in a Central American jungle find themselves hunted by an extra-terrestrial warrior.
4. Masters of the Universe
5. In the 80s you needed a VCR and what else for TV recording.
8. Red, yellow, blue, green, orange and white 3-D combination puzzle.
10. Was great for recording music from the radio.
11. Console to play arcade games and home video games.
13. Movie that tells the story of a lonely boy who befriends an extraterrestrial who is stranded on Earth.

Club Details



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

*Note: The following positions are all honorary and are carried out by private individuals in their spare time. **Please contact them at sensible times only** and accept that they may prefer to call you back at a time more convenient to them. All phone numbers and email addresses listed are private addresses. Where no email address is listed feel free to use tsoansw@hotmail.com and your correspondence will be forwarded to the addressee by the secretary.*

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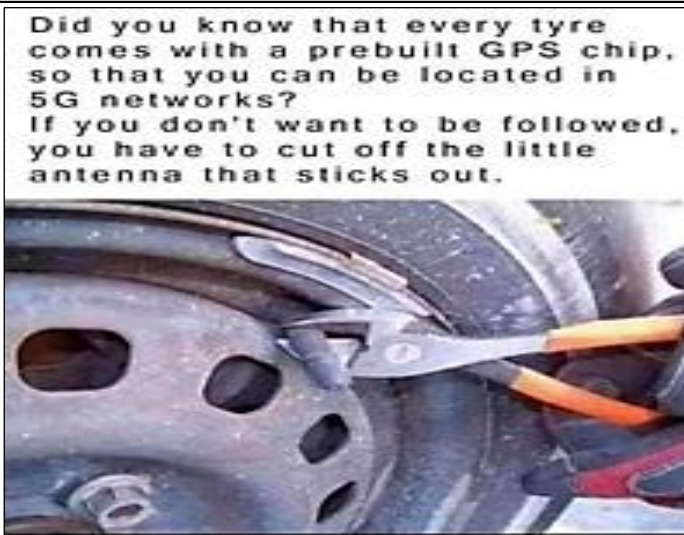
Clubman points are awarded each month for articles published in TRead as follows:
10 points for all original articles of substance.
5 points for all other articles.
5 points for photos or as judged by editor.
Deadline for articles/photos is the 25th of each month unless otherwise highlighted elsewhere.

- 1. TSOA General Meetings are held at 7:30 pm on the 2nd Tuesday of the month at the Carlingford Bowling Club.**
- 2. Coffee 'n' Cake is held from 10:30am on the 4th Wednesday of each month at varying locations.**

Crossword Clues

RUBICS CUBE	HE MAN	ET	VHS
MANNEQUIN	IN THE AIR TONIGHT	DUKES OF HAZZARD	RAINBOW
BILLIE JEAN	ATARI	SMURFS	BRITE
PREDATOR	CARE BEARS	PAC MAN	WHITNEY
			HOUSTON
			CASSETTE

Keith Higgins



CLASSIFIEDS

Wanted:

- **Racing seat to fit Spitfire or GT6.** Needs to be in good condition. **Contact Allan Cameron 0412 288 870**
- **Front seats for Mk11 Triumph 2500 TC/S/PI**
In any condition. **Contact Graham 0400 599 965**

For Sale:

- **Available FREE or will be going to the tip**
 - * **1 set of Mk2 sedan doors and bonnet in dark green with red door cards**
 - * **3 x Mk2 sedan doors in white – shells with some trim**
 - * **1 x TR7 8 valve short motor with standard compression ratio**
 - * **A number of Mk2 sedan differentials in 3.42:1 ratio for 2500 engine.****Contact: Lindsay Day 0407 266 649**

- **Aluminium Rocker Cover ... \$85**

Suit Spitfire or Herald, new unused still in box with cap and nuts

**Call Geoff Byrne
on 0418 409 170**



- **Aluminium sump
TR5/6 \$600**

Includes windage plate and attachment bolts . The ribbed construction provides extra cooling for the oil and heavy rim re in forces the block. New, never used still in box

**Call Geoff Byrne
0418 409 170**



- **Stag Repair Operations Manual (Leyland)**

Triumph Stag, Owners Workshop Manual (Haynes)

Triumph Stag Restorers Guide (Practical Classic Cars) **\$45 the lot**

Contact Bob Woods 02 9958 6017

- **2 x new aftermarket black seatbelts for STAG**

\$80.00 or an offer **Contact keith@aodaustralia.com**

- **Triumph 2500 PI (fuel injected) 1974 \$5000**

Car has no rust and is registered in NSW for 12 months. Mechanically in good condition with major work already done e.g. cylinder heads, gear box and fuel system all had major work. Interior in unrestored condition. Original body paint.

Call Lyle on 0403 858 036.



- **Stag wheels and tyres**

4 off polished alloy, unblemished rims with tyres (>10yo)

2 x 215/60R15 and 2 x 215/69R15 **\$450.00 ono,**

Call Geoff Murphy member #1767, mob 0403 336 473





1961 Triumph Italia
Designed by Vignali
Photo: P WARDS

