



TRead



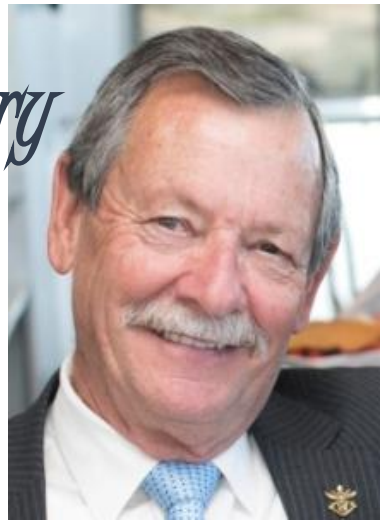
Official Journal of Triumph Sports Owners Assoc
(Ecurie Triumph) NSW Branch Inc.
www.tsoansw.org.au

August 1960 – August 2020

TSOA 60th Anniversary

President's Report August 2020

Neville Bowden



Hi Folks

This month represents an important milestone for TSOA NSW. On the 9th August we celebrate the club's 60th Anniversary. As part of this occasion, I decided to pull together, as best I could, a list of committee members who have served the club since its inception in 1960. It did become an onerous task and I thank our Librarian, Ken Peters and Life Members Ray Cook and Roger Gates for their assistance in getting the job done. It has ended up a list of over 600 entries, so no, it won't be printed in TRead, but I will see if we can get it up on our website in the near future.

Our membership demographic has certainly changed over the years. When the club first started the cars were new, or not very old, and the members were predominately young men in their 20's, who had a keen interest in competition or at the very least, driving as fast as they could. I recall a conversation with a long-term member who said a new member attending an early meeting asked who the "old chap" was, sitting over there. That old chap was Bob Kennedy, who was in his 30's at the time. Times have certainly changed! I think the lure of competition has become less of a factor for membership over the years and the access to discounted registration schemes a much stronger reason for gaining new members today. The attraction to and enjoyment of the Triumph marque, and the camaraderie and social aspects of our club, have remained a constant throughout the years. The ongoing Triumph ownership and continuous membership of TSOA by our earlier members is testament to the current strength of our club. I continue to be amazed by the number of willing volunteers we have that give freely of their time to assist with club activities. As the current president, I sincerely thank you all.

My experience with TSOA started in 1998 after purchasing a Spitfire 1500. The members were welcoming, and I particularly remember Peter and Robyn Wards and Graham Pinkstone taking me under their wing and I soon found myself running in the CSCA Supersprint series and attending many social events. We had more regular competitors at that time and TSOA was always chasing the CSCA club crown which we managed to win on occasion.

CSCA continues of course, offering our members an entry level motorsport experience and a great way to enjoy their Triumphs. The All Triumph Race was reintroduced in 2004 after an 18-year break and continued for 12 years before declining entries made it unviable. This has been replaced by an event with a different format, called the All Triumph Challenge. Ecurie Triumph has been running consistently since 1968 with a small group of dedicated competitors.

The club has evolved over the years, with improvements in many areas. In 2010, National Meetings changed from a multi base, road trip week to using a single base to avoid all that packing and unpacking into sometimes extremely limited space in our Triumphs. This worked well and continues to be the format for our Nationals.

Our TRead magazine went from an A4 to an A5 layout in 2005 and in June 2009 we saw our first coloured cover. Geoff Byrne became Editor in 2010, creating a new benchmark for TRead and we saw our magazine going from 36 pages an issue to 56 pages. In May 2010, the coloured centre pages were introduced. 2019 saw the introduction of our electronic version of TRead, giving members an option on their annual membership fees.

The 25-year membership pin was introduced in 2010, recognising members who had held 25 years or more of continuous membership. We currently have 52 members that have been awarded the 25-year pin.

Our Annual Concours has had varying levels of success in quite a number of locations. Attempts to find a central spot that wasn't too expensive or restricted by local councils is an ongoing problem. Our move to The Kings School in conjunction with their All British Day was an outstanding success in 2017 where we have continued to hold the event. In 2019 TSOA were awarded the Best Car Club Display which was due to the hard work of our many TSOA volunteers. 2019 also saw the acceptance of a totally revamped constitution, which brought us up to date with current needs and trends and will hopefully serve us well into the future.

So, what is the future of TSOA? Will we survive another 60 years? Given that our newer members are probably averaging around 50 years of age, it does give some hope for the future. As much as we have a strong social side to our club, the key for the future is to attract younger people to the Triumph marque. That doesn't mean that we need to go back to 20-year old's as we had in 1960. I think that our target now, and should continue to be, is to attract the 40 to 50-year-old enthusiasts on a rolling basis. Is that possible? The love of motoring is an inbuilt trait of many (dare I say most) males so we may just have to convert a few over to the pleasures of driving a Triumph. So, there is the challenge.

Current club activities are being controlled by the Corona Virus restrictions, and we are still faced with a moving target in trying to arrange anything at

the moment. Please stay alerted to our email updates for current events and changes.

ATTENTION!

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

Even though we did manage to hold our July General Meeting at the Carlingford Club the Committee has decide that we will suspend further meetings until there is a more stable environment under the COVID-19 Regulations.

The August General Meeting and the August Coffee 'n' Cake' are both formally CANCELLED. Members will be advised of dates and times for future meetings as the opportunities arise.

From the Editor

Jeff Breen

We have a full magazine for you this month, as Neville has already informed August 2020 is a very special anniversary date for TSOA NSW **60 years!** So we have done our best to entertain you this month, we have for you the memories and reflections of 4 Presidents of TSOA NSW – Ray Cook, Grant Turnbull, Geoff Byrne and Neville Bowden (can you pick the common theme?). These 4 articles evidence the pride and growth of our club over what has now been ... a decade longer than half a century!

May I point out that available to all members on the TSOA website, there are 2 very interesting historic records covering the formulative days of our TSOA club. The first is *Bulletin No1 dated February 1956 of the Triumph Sports Owners' Association, Australian Division*, the second is a terrific retrospective - *History of Triumph Sports Owners Association of NSW. Inc.* and penned by our own Bruce Meppem on the occasion of the 25th Anniversary of the club. Both are well worth a read.

Also, I will whet your appetite this next month's TRead by mentioning that we are preparing a feature article on Roger Gates (as interviewed by Geoff Byrne) discussing his reminisces of his many years with the club.

There is much more for you to discover in this month's magazine and I will let you get on with that, however I cannot let you go without acknowledging the departure from TSOA NSW of 2 outstanding members – Laurie and Kaye Placing. For me, I am refusing to let them leave the club I am pointing out that from now on they simply have a little further to travel to make it to the monthly meetings (no excuses!).

(That theme: ... "it's the people!")

Enjoy your magazine this month ... Ed

Club Notice Board

New Members and Concessional Registration Schemes,



With the COVID-19 regulations continuing to restrict meetings we will continue to manage HVS and CVS concessional registration renewal forms by mail to the Registration Officer. (Norbert's contact details are to be found at the end of the magazine).

We request that when you do forward your paperwork to Norbert for the club stamp and signature please do not include the original Registration papers or the original Safety Inspection Report.

We can welcome 3 new members into the club however we must start off with a correction to last month's magazine: -

- **Rainer Fritzsche's** work-in-progress **Spitfire** was introduced in last month's magazine however Rainer's name was not! Apology Rainer.



- **John Eid** who has a **Stag**.



- **Nector Aslanidis** is restoring his **Herald Coupe**
- **Doug Southwell** with his classic **TR4**



Norbert Nieuwenhuizen
Concessional Registration and Membership Officer

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Email: david@davidclarkautomotive.com.au

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



From the Library this month

The TSOA NSW members library remains tucked away, but most definitely OPEN FOR BUSINESS.

Although the COVID-19 restrictions are being varied a little unfortunately they are still very much with us, so we can only continue with the temporary borrowing practice of recent months.

If you want to borrow a particular book or magazine just drop me a line and we will work something out. However I can suggest that if it is a particular detail that you want to check (an article/photo/specification/measurement) just give me a call, I may be able to forward a photocopy of that page to you via email.



Once again, I hope everyone is safe and well.

Cheers **Ken Peters**
Librarian

0417 676 199 or ken7@bigpond.com.

All British Day update July 2020

In June, the NSW Government was aiming to allow small festivals to operate from August but there is no sign of this happening now. At the moment, the All British day event would fall under the Showground category which allows 1 person per 4 square metres but with a limit of 500 people per event (non seated). With an average of two people per car that would only allow 250 cars.

Where we thought the All British Day may still go ahead in a limited format, it is with great disappointment that we announce that this will now not be the case and that the 2020 All British Day has been **CANCELLED**.

In regard to Club membership payment and pre-ticket payment, this will be held by The Association of All British Clubs for next year's event.

Craig Sankey



41st National Meeting 2020



The current volatility of the COVID-19 restrictions as they apply at the different state borders has made it very difficult for the committee to make the final commitment to the National Meeting. The Anchorage Resort management recognise the club's dilemma and are very keen to see our event go ahead, so they have generously extended the final commitment date later in August.

The final decision to proceed or not with the 2020 National Meeting will be taken by the organising committee later in the August.

Like us, keep your fingers crossed.

**NSW Nationals Coordinator
John Stokes**



Coffee 'n' Cake

July & August

CANCELLED



Amazing who you bump into. Merran and I were out for a coffee today and dropped in at the Amaroo Park Café, you know the one at that old motor racing circuit? Somehow(?) and quite inexplicably, a dozen or so other sports car enthusiasts also dropped-in at the same café! Due to the corona restrictions we weren't able to sit at the same table, nevertheless that did not stop a great morning of a beautiful warm sun, great food and coffee plus damn good company. The staff at this café are extremely friendly and efficient. It is well worth your dropping in there if you just happen to be going by.



The official August Coffee 'n' Cake has been CANCELLED.

Consequently, Merran and I might just take ourselves over to the Waterside Café in Bi Centennial Park for a coffee around 10:30am on 26 August. This is a very popular casual venue and I think that there could be every chance of bumping into someone we might know.

Keith and Merran Higgins

0409 656 577 / keith@aodaustralia.com

In a very similar happen-chance and as a substitution for the cancelled July Coffee 'n' Cake, the originaters of the TSOA's Coffee 'n' Cake tradition – Kaye and Laurie Placing - had planned for themselves a 'one last time' visit to the Waterview Café before their departure to South Australia. Well low-and-behold a number of club friends heard about that and joined them there for an inpromptu gathering. The sun was out, the birds were singing (screaching actually) and all present had a very pleasant time. Of course the whole thing was in strict compliance with the prevailing COVID-19 regulations. Ed.



(Editor's Note: I did take a couple of photos on the day however they were, shall we say, less than complimentary to some. I have therefore substituted a similar generally happy scene from yesteryear just for atmosphere)

Coming Up Trumps



02 August, Sunday:
The Annual Pinkstone Run
'PINKERS 2020' is (was) ON!

12 September, Saturday: TSOA Sprint Day
Fingers crossed!

13 September, Sunday: The All Triumph Challenge
CANCELLED

27 September Sunday: Ladies Day – Blue Mountains
Geoff Batty Mob: 0498 786 671 or geoffrbatty@gmail.com
To be confirmed



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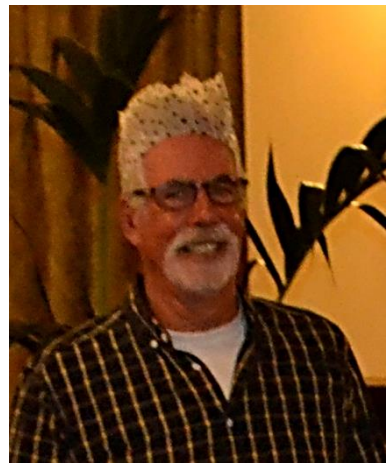
Good Parts new chilled iron cams are precisely ground to an exclusive profile designed specifically for the Triumph engine.

- Two profiles available for your choice of torque range
- GP tappets are nitrided for wear resistance and ground flat for proper contact with the cam lobe
- An adjustable cam sprocket makes cam timing easy.

Social Report

Geoff Batty

Hi, hope you are all well, it is nice to write this report with a social function that has actually been held. I should add that I'm wearing a face mask and gloves as I tap the keyboard so you should be safe reading this.



Our Christmas in July at the Carrington went ahead last Sunday (we just squeezed it in before the new restrictions) with a hardy bunch of members braving the cool but fine weather for a traditional Christmas lunch with all the trimmings, the Gluhwein on arrival helps get everyone in the mood. I don't think anyone left without a full belly as there was plenty on the menu. Many members however were disappointed with the social distancing arrangements enforced(?) by the hotel, I have reported those concerns to the Functions Manager and am awaiting a response.

It was the last occasion to say farewell to Lawrie & Kaye Placing who are off to South Australia soon, they have been such a big part of the club for many years and we will miss them dearly.

Some members took the opportunity to stay over either on Saturday or Sunday which is a good option as the Blue Mountains are a wonderful place to visit and the locals appreciate our patronage.

The next event on the calendar is the annual Pinkstone Run, which will be held up around the Central Coast. John Whittaker is promising an interesting run with a twist, so keep the 2nd August free. At this stage the number of entrants is well below what we need to run a proper event that would do justice to John Whittaker & Jenny's organizational skills. We will be making a decision on the 27th July and will advise those who have registered of an alternative run if necessary, most likely at this stage.

The TSOA Ladies Day drive to Windyridge Gardens, Mt Wilson & Megalong Valley Tea Rooms which was scheduled for earlier in the year, has been re scheduled for 27th September, so we should see some springtime beauty as the landscape bursts back to life (still may need that heater though).

I hope you are all managing to stay fit, well & Covid free and I look forward to seeing you at one of our outings over the next few months.

Cheers... Geoff
0498 786 671

Motorsport



CSCA Round 3

Congratulations to the MG Car Club Newcastle for putting on a great day for the CSCA Supersprint at Pheasant Wood Circuit (the 'new' Marulan racetrack) on Saturday 18 July.



Team Triumph was very well represented on the day with 6 starters - Allan Cameron - GT6 Hurricane (#7), Brett Gilles - Nissan Skyline, David Zilm - Nissan Skyline, Phillip Scarfe - VW Golf, Ray Taylor - MG Midget and your editor in the TR6 (#15). In addition, Jon Newell volunteered to marshal on the day following a severe mechanical mishap with his TR7V8 at Wakefield Park the previous day.

The early morning start might have been a wee bit crisp (traditional for this part of the world) however as the racing got underway the day did blossom into one of those special winter's days with clear bright light and more than a hint of warmth from the sun. As mentioned previously TSOA was well represented across the field and proved to be a very competitive club, taking out both the 2nd fastest (David Zilm) and 2nd gentlest times for the day. More importantly though it was noticeable that everyone was just pleased just to back out on the track.

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Allan Cameron was more than pleased with the early promise from his attention grabbing Hurricane. Team Triumph finished the day unbent and quite very eager for the next CSCA Sprint event in September.



Photos: Rod Chivas



The 'new' track at Pheasant Wood is quite challenging with its tight curvaceous layout and the ever present concrete walls. The walls may not have been everywhere along the side of the track, however they did grab ones attention at just about every bend. Fortunately the track is quite wide so there is plenty of clearance. Nevertheless, the day went by without serious incident, with most drivers enjoying the challenging track. All were very grateful to MGCCN for putting on a such good day. Ed.

A WEEKEND OF TRIUMPHANT FUN
12/13 SEPTEMBER
STOP PRESS...

It is with great disappointment that the Committee advise members that the **All Triumph Challenge Day Sunday 13 September, and the associated social planning for the weekend, have been CANCELLED** due to the effect of the COVID-19 restrictions on social gatherings.

It is hoped that the restrictions will allow the **CSCA Supersprint Round scheduled for Saturday 12th September hosted by TSOA** to go ahead as planned.

Keep this date open in your diary, we will update members by direct email, and also via TRead, when we are in a position to confirm details.

Ken Peters

Farewell to Lawrie & Kaye Placing

The time has come to farewell our dear friends and TSOA club stalwarts, Lawrie, and Kaye as they head off to Adelaide for the next chapter in their busy lives.

After purchasing their now remarkably familiar white Stag in 1997, Laurie and Kaye joined our club and soon became regulars at our meetings and events. Lawrie and Kaye joined the committee in 1999 taking on the Editors role for 2 years. Lawrie then spent 2 years as secretary (2001-2002), returning in 2009 for a further 2 years. Lawrie, not being one to sit idle, became the TSOA Club Contact from 2003 to 2008. Kaye was Social Secretary in 2012 and Lawrie assisted Geoff Batty in the social role in 2017. Kaye was our Pointscore Officer in 2002 and our first officially designated Webmaster, a role she performed until 2013. Lawrie and Kaye also became involved in organizing our national rallies and were active National Meeting Committee members in 2000, 2005 and 2010.



Apart from their commitment to those club activities, Lawrie also competed in the CSCA Supersprint series in his 2500 sedan and he and Kaye were seen everywhere, regularly, volunteering for anything that needed to be done and were always at our Wakefield Park events, whether it be sunburn hot or freezing cold, they could be seen helping out wherever they could. Kaye also became our "unofficial" photographer, and if you needed a photo of anything, you could be sure that Kaye would have one. Lawrie, back on the 23rd May 2007, arranged our very first Coffee and Cake run. Who would have imagined that 13 years later, it is going stronger than ever and remains a favourite with club members. We are excited for Lawrie and Kaye as they head off to Adelaide, for TSOA NSW, the gap that they leave will be filled with great memories of their time with our club.

Lawrie and Kaye, we offer you a sincere thank you and wish you all the absolute best for the future. Be assured that the welcome mat will always be out for you whenever you come back for a visit.

An address delivered by Nev Bowden at the Christmas in July lunch.

Our Right of Reply.

In recent days the South Australians refused to open the borders ... bugger! Maybe the people down there have heard what we are like, now they don't want us. Who told them? We are dual citizens after all, members of TSOA SA and TSOA NSW.

Soon there will be a convoy of two little white cars wending its way slowly to the west. Will it be via Mildura or Broken Hill? That depends. When we get to the border we will get out of the cars and listen. We will wait to hear the cheers. We finally got rid of them. They have been talking about this for two long years. About time they left.

We would like to thank Nev for the lovely things (We hope he didn't exaggerate) that he said about us at Christmas in July the other day. BUT in our defence ... we did all those things because we were doing them with good friends. When you are with lots of friends the good times and fun just happen, so no work is involved. Therefore, we weren't busy, just having fun. That is what TSOA is all about. The people make the club, not the cars. And this club has the best people.

So let the good times continue. Get involved and attend as many events as you can, take photos, write articles for TRead and get more involved by being part of the Committee. It is worth the effort. You too will have more fun and you'll see the club grow.

THE FRIENDS

Now when we come to the Nationals you will be the ones we want to catch up with and have dinner with. After we have bought our new home we would like it very much if you could come and stay with us. The welcome mat will be at the front door. We will be near many vineyards and The Bend is only an hour away. Just ring us first to make sure that there is "room in the inn." We don't want you to end up "in the manger".

Thank you everyone for 23 great years. We now look forward to the next 23 years

*Here endeth the sermon
from the Mount.*

**Kaye and Lawrie
Placing**



What sort of a member are you?

*Are you an active member?
The kind that would be missed.*

*Or are you just contented
That your name is on the list.*

*Do you attend the meetings?
And mingle with the flock,
Or do you stay at home
And criticize and knock?*

*Do you take an active part?
To help the work along,
Or do you feel you've
done your part
By saying I belong.*

*Do you work on committees?
To make the whole group tick,
Or leave the work to
just a few
And talk about the
Clique?*

*Please come to meetings often,
Help out with hand and heart,
Don't just be a member,
But take an active part*

*Think it over, ask yourself,
The question isn't long.
Am I an active member,
Or do I just belong?*

Reprint from TRead Sept 1998
As submitted by Robyn Wards
Borrowed from the Buzzer Box





TSOA Social Run Ladies Day – Blue Mountains

Sunday 27th September
**Windyridge Gardens
Mount Wilson**
&



 THE 
MEGALONG VALLEY
TEAROOMS

Meet: M4 Service Centre, Red Rooster Carpark.

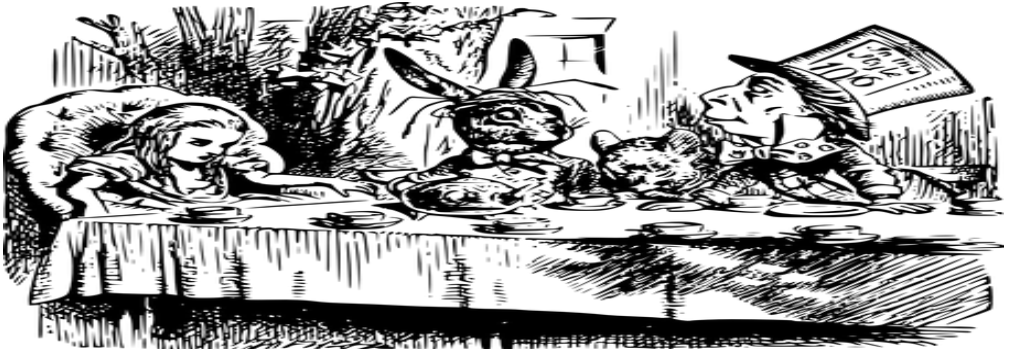
Time: 8.30am for 9.00 departure to arrive 10:30
Windyridge Gardens, 25 Queens Ave Mt Wilson
Entry is \$10 per adult (tea & coffee incl)

Lunch: 12.30pm at [The Megalong Valley Tea Rooms](#),
824 Megalong Valley Rd, Megalong.

RSVP: 21st September 2020

Geoff Batty Mob: 0498 786 671 or geoffrbatty@gmail.com

Ladies & Gentlemen, please prepare yourselves & vehicles for a fun day in the mountains.





KNW.AP

STANDARD TRIUMPH (AUSTRALIA) PTY. LTD.

(INCORPORATED IN VICTORIA)

NEW SOUTH WALES BRANCH

TELEPHONE: 31 033 (10 lines)

TELEGRAMS AND CABLES: "STANAUTO", SYDNEY

164-172 WILLIAM STREET
SYDNEY

July 14, 1960

You will be happy to learn that the Triumph Sports Owners' Association of Australia has recently been formed in Melbourne.

The objects of the Association briefly are to meet socially, competitively, and to assist members with technical advice relative to their vehicles.

Mr Ray Cook, a TR enthusiast and a member of this Association, is now in Sydney and will be remaining here until the new year. It is his desire to meet as many TR owners as possible and discuss with them the possibilities of forming a similar association in New South Wales.

To assist Mr Cook this Company has agreed to make its William Street premises available for a meeting of TR Owners. A firm date and time has not yet been set, but this will be conveyed to you in the near future.

We have taken the liberty of furnishing Mr Cook with your name and address and you should be hearing from him during the next ten days or so.

Yours faithfully,
STANDARD TRIUMPH (AUSTRALIA) PTY.LTD.

A handwritten signature in black ink, appearing to read "K. N. White".

K. N. White
Asst. Manager, N.S.W.

Triumph Sports Owners Association (Ecurie Triumph) NSW Branch Inc.

REMINISCE #1 RAY COOKE

Firstly, let me indulge myself with a bit of nostalgia, and without getting too carried away let's start at the beginning. The year was 1959, I had just had my 21st Birthday and for want of better things to do and noticing a lovely red TR3A in the local Triumph dealers showroom I was immediately impressed. After a



short while and with my head in the clouds I was driving home in my newly acquired prize and showing it off to my family and friends.

One evening in November that year I went to the movies at the local theatre and when I came out there was a card under the wiper asking me if I would be interested in being involved to help in the starting up of a TR Sports Club. Following up on this I was invited to a meeting at Standard Triumph showrooms in Elizabeth St. Melbourne. We were welcomed by the sales management and told we could use their canteen and rooms for our meeting. There were approximately 25 present and once things got under way and we had read the TSOA (British) constitution and proceeded to elect office bearers and a committee. At the end of the meeting and with everybody exited with our new "Club" we decided to have a drive the next weekend up into the Dandenong Ranges, which on recollection was very well attended with nearly 30 Triumphs.

Christmas that year came very quickly and a very good mate of mine, who incidentally had an Austen Healey, invited me to join him for Xmas holidays to stay with his parents who had bought a business in Darley Rd, Manly. Of course this was a very exciting and new experience, I instantly fell in love with the night life and friendships made at the local coffee shop and at the pubs. We would park our cars outside the coffee shop on the corner of Darley Rd. and Wentworth St. which attracted a variety of sports cars.

It quickly became the go-to place for a coffee and get together for a number of TR owners and the discussion quickly turned to seeing if we could form a club similar to the TSOA club in Melbourne.

As you can imagine, and this being over the '59/'60 Xmas holiday period, things were happening fast. On contacting Standard Triumph in William St, Darlinghurst I was able to meet up with the Sales Manager who was only too happy to help in any way possible. This was the turning point in establishing our Club.

Having had to reluctantly return to Melbourne after my Xmas holiday and on the promise to come back as soon as I could, I set into place with my employer an agreement to have six months leave of absence and returned to Manly within a few months. I was able to rent a flat locally and got employment as a toolmaker at a plastics factory on the North Shore, and, this is a turn up for the books, it was where I met my lovely JAN who worked in the office. We quickly became an "item" and were hardly separated constantly enjoying one another's company and sharing in everything. It only took me two weeks and I proposed to her in the coffee lounge.

Things were also gathering momentum with the formation of the TR Club and by 14th of July 1960 an official letter (see page 18) was sent to all TR owners advising them of the intention of forming a club similar to the Melbourne TSOA. They also offered their William Street premises to us for meetings which was a great help at the time. A further correspondence was sent out advising that an official meeting was to be held on 9th, August 1960 at Standard Triumph Showrooms to form the TSOA Sydney Branch, this was done and a date set for 23rd August 1960 for the election of office bearers, history has it that the following were elected to the committee:

President: Ray Cook.

Secretary: Michael Fogarty.

Treasurer: Keven Biggs.

Events Sec: Peter Addison.

General Committee: Alan Salter, Ray Smith & Judy Ashwood.

Standard Motors Liaison Officer: Darcy Berg.

So as you can see a lot happened in that first year of our Club getting up and going and I feel very proud of the friendships developed over six decades as the club has continued on that same pathway over these last sixty years.

I hope that this gives you all an insight into the beginnings of our great club, one that I have been privileged to belong to.

"Triumph is our name and Triumph is what we do"

Sincerely ... Raymond Cook.

REMINISCE #2 GRANT TURNBULL

Celebrating 60 Years of TSOA NSW

Hello,

My name is Grant Turnbull and I had the privilege of being the President of TSOA NSW during 1990, 91 and 92. So you could call me the "Halfway President"!

During 1990 we celebrated a milestone for TSOA NSW by reaching 30 years, this also happened to be our turn to host the TSOA National Meeting that year. Getting there and setting a standard was not an easy challenge!



I joined the club in 1984 when Phillip Lamour was President and my first General Meeting was at the Leyland Pavilion at the old show grounds. Phillip and some of the members were attending the National Meeting in WA at this time and I was made welcome by the then Vice President Bob McCallum - an absolute gentleman! The club was dynamic and well run and the attendees of the National Meeting returned with some amazing stories. Duly I was participating and joined the committee as the Vehicle Registrar.

Like all things in life there are ups and downs and in the late 80's we were heading for a recession and this was reflected in the club. Attendance at the events were down and the CSCA were not happy with TSOA. Do not forget that this reflected the Australian economy at the time.

Having said that, there was still a strong enthusiasm and hope within the general membership that things would turn around. A group of us thought we could "give it a go" and in October 1988 we were unsuccessfully nominated for 1989 committee. During 1989 a few of us formed the National Meeting Committee to organise the 1990 Nationals. Phillip and Leigh Lamour were part of this subcommittee and brought along their experience to the youth!

Due to hard work we as a group were successfully elected as the committee for 1990. As we got closer to the date of the 1990 National Meeting one of the longer serving members mentioned that it would be the club's 30th Anniversary as well, and that we had better do something about that!

The aim of the 1990 committee was firstly to make News and not make it History. This meant getting the club magazine out ahead of scheduled events. With this attendance improved rapidly. We looked at ways of

publishing the magazine more efficiently so that it was not so labour intensive from the Gestetner days when most of the committee were on hand once a month to print out the magazine! Other goals were to make everything as transparent as possible and to restore some financial security to the club as trying to run quality events without finances and without attendees are hard to do!

The committee was successful in turning things around and attendance improved greatly. This involved a lot of additional committee meetings, usually 2 a month. This flowed on to the 1990 National Meeting and attendance was terrific.

The enthusiasm filtered through the club and some of the longer serving members thought it would be good to try and get in touch with some of the members of the early years of TSOA to help celebrate the 30th Anniversary of the club. We integrated this with the final night of the National Meeting at Sydney Centre Point Tower.

Some of the invited former members stayed active for many years and one of those is still very active and that is Brett Gilles! Through this association we were to have a very momentous first as TSOA NSW in conducting the first club event at the then very new Eastern Creek Raceway, now known as Sydney Motorsport Park. I thank Brett for his lead on this event! This in itself was a major event as the circuit provided facilities unseen in our world before! In fact it was even a pleasure using the toilets at Eastern Creek and any of you that had attended Oran Park, Amaroo Park or Catalina Park you will have a quiet smile and nod in agreement!

So what was achieved in those 3 years –

- The Magazine became news and informative
- Attendance at all events grew immensely and this became a challenge in itself!
- The 1990 National Meeting was a huge success
- The 30th Anniversary was successful - although the weather that night up in the Centre Point Tower was memorable for all the wrong reasons!
- Ray Cook our founding member was invited along and has stayed in contact ever since.
- We went from almost being kicked out of the CSCA to running firstly a successful event at Catalina Park through to the Inaugural CSCA Eastern Creek Event.
- In 1990 we finished 3rd in the Club Championship of the CSCA
- In 1991 We finished 2nd in the Club Championship of the CSCA
- In 1992 We Won the Club Championship of the CSCA
- In 1992 we also had the only 2 Champion Drivers of the CSCA

- Financially we basically went from survival to having \$20k in the accounts
- This allowed the committee to discuss buying some of those “new fangled” things called “Person Computers”!
- I remember the committee meeting discussing this and we really didn’t know much about these, we just knew we had to get some!
- We discussed whether to buy 386’s, 486’s or the top of the line 586’s!
- We didn’t want to look cheap so the 386’s were out. The 586’s stretched the finances too far, so we settled on the 486’s.
- We purchased 3 of these, one each for the Editor, Secretary and Vehicle Registrar
- We introduced the Librarian position as the holder of the records and documented the history and meaning of the club’s trophies.
- We introduced the Marque Reps
- In 1992 we introduced the National Challenge Cup to the National Meetings to promote Motorsport and friendly rivalry between the States.
- We also introduced the New Member of the Year Award to reward participation.
- One that slipped away over the years was a combined British Car Show Day to incorporate the smaller clubs and to facilitate our Annual Concourse. Walking around The All British Day at The Kings School at Carlingford last year I reminisce on what could have been!

One day I was speaking to one of the longer serving members and of course the topic of the club arose. He asked me a question – “Do you really know what the club is about”? It was a great question and I went away and thought long and hard about it. The next time I saw him we discussed what I thought was the answer. He politely told me that I missed the point again! Anyhow to this day and anybody is entitled to disagree with me but I believe the club isn’t about the cars, it’s about the people. The cars, and we do love them, are only the catalysis to glue the people and the friendships together. They are the vehicle to camaraderie. 30 Years ago I wrote - ***“Hopefully in another 30 years down the track someone will be able to write another eulogy of TSOA NSW, it is then that we will know whether the hours, decisions and dedication were fruitful, long after our faces are forgotten. The tradition will grow as the years march on”.***

I’d like to thank the committee of 1990,91 and 92 it was an honour to serve with you. I’d like to thank all the committees past and present for their efforts on getting the club to 30 Years and then doubling that!!! Who would have thought! I’m proud to be a small part of that!

Most of all, I'd like to thank all the members for turning up and participating as without you the efforts of the committees are pointless, and the cars can't get to the meetings without you!

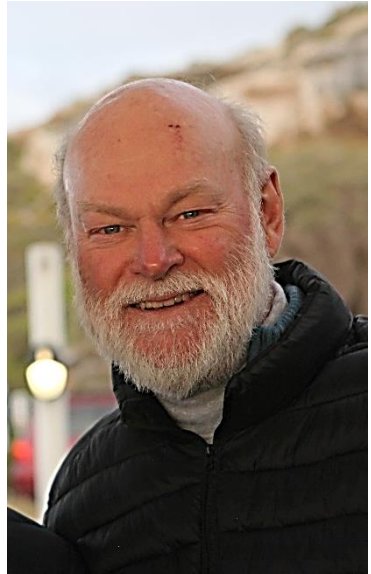
So, from the beginning with Ray Cook to the present with Neville Bowden and every member that has participated in between, congrats in reaching this milestone.

Yours sincerely
Member #82

REMINISCE #3 GEOFF BYRNE

Was it really that long ago!

In August 1967 I went out to buy a Healey 3000 and came home with a TR3A which started my passion for Triumph cars, and which continues to this day. I traded in my FJ Holden and paid \$1090 for a signal red 1960 TR3A with wire wheels, black interior and a white hardtop. TS81543 was my daily drive and not many weeks later when the car was parked outside my workplace at Chiswick, a TSOA introduction card was placed on my windscreen. I later discovered it was put there by Spitfire racer Reg Rae, who owned a timber box factory on Chiswick Point, when he stopped one afternoon to speak to me.



Reg encouraged me to attend the monthly meeting of TSOA held in the Woollahra Council Chambers Annex on Old South Head Road. So next month I dragged a friend along with me to the meeting. What an eye opener. The room was full of blokes, most with long hair, many with beards. The dress code was a long duffel coat and desert boots. The meeting was run by President Jim Neal who spoke of recent competition events and race meetings. I noted that the only women in the room were three very good looking young girls sitting behind the committee, who sat at a long table. Three quarters way through the meeting the President nodded to the girls who then got up and disappeared through a side door. I discovered the girls had been dispatched to make the tea and coffee and lay out the biscuits. Everyone paid a small fee to attend the meeting to cover the cost of the room hire and refreshments. I also discovered that not to drive your TR to the meeting with the top down in all-weather lead to some serious chiding.

I was already a keen motor sport fan regularly attending race meetings at Warwick Farm, Oran Park, Catalina Park and Amaroo Park. Going to the next meeting at Oran Park I immediately recognised the people racing Triumphs were those I had seen at the meeting. Jim Neal was on pole with his TR3A. Names such as Bob Cox, Barry Campbell, Graeme Laurie, Duncan Williams, Ken Hannaford, Daryl Scott, Bob Woods, Mark Trenwith and Bob Kennedy, were all people from the club that I saw racing Triumphs. Wow! I'm now on first name terms with race drivers who I see racing. They became my heroes.

Sometime later at a club meeting I was told that there was to be a Hill Climb event at Amaroo Park which I subsequently entered. Arriving at Saturday afternoon scrutineering at Beaurepairs Tyres at Pymble I was politely told I could not run because I had seven broken spokes in my wire wheels. A fellow club member whom I had just met, heard this and said 'no worries I have a good set of wires with new Michelin XAS tyres, drive up to my place at Hornsby and we will swap wheels. That was the start of a lifelong friendship with Terry Harris and his lovely wife Noelene.

The club social life was fabulous there were regular drives to places like Boggy Swap and Minamurra Falls where we all congregated around a bbq, never a suggestion that we should go to a pub or club for lunch it was always a bbq and picnic where everyone mixed. Someone would usually bring along a cricket bat and the game began. There were progressive dinners, gambling nights, parties for any reason, race meetings to go to, hill climbs, lap dashes (super sprints) and dirt circuit sprints. A lot of parties were held at members' homes.

A year or so later on a Sunday morning, I parked the TR3A outside North Sydney Police station on the Pacific Highway as this was our meeting place for a drive. A powder blue TR3A pulled in behind me and the driver asked if this was the TSOA meeting place. The dapper driver introduced himself as Roger Gates and thus began another lifelong friendship.

Sometime later Roger and his girlfriend Shirley were living in an old corner property at Lidcombe and somehow it became the club drop in place. There were always several Triumphs or Vanguard's parked out front with someone's car in pieces in the backyard. Parties would go all night with bodies spread throughout the place on Sunday morning with Roger's two bassets, Major and Bentley, surveying the scene. I fail to understand how Shirley put up with it. We were all young, chasing girls, having parties, going to race meetings and driving our Triumphs far too fast on the road.

Some years later the TR3A was replaced with an immaculate red TR5 which I had for a number of years until I decided to go motor racing and needed a tow car, so I bought a Mk1 sedan. With the help of Graeme Laurie, Graham Bland and Bob Kennedy, over two years I built the GT6 race car which scared the shit out of me the first time I raced it at Warwick Farm. About a

year later I wrote the GT6 off at Amaroo Park in an accident that should have killed me. Much to my parent's disappointment I built another GT6 race car using the salvaged bits. After I sold the GT6 I went overseas for a year and on return I bought a TR6, red of course. After Rhonda and I got married and had a baby, the TR6 had to go and was replaced by a very nice MK2 sedan which to this day Rhonda says she enjoyed driving.

I drifted away from the club for a number of years but maintained my membership because of TREAD. Receiving it each month allowed me to keep watch on what all the friends I had made in the club were up to. I hope the club never loses sight of the importance of the magazine in keeping absent and distant members engaged.

TSOA has been a great part of my life because I've made so many very special friends through the club. Friends such as, my great mate Rod Chivas with whom I went to Goodwood and the Monza GP, Helen and Warren Carter, Kaye and Laurie Placing, Graeme Rutledge, and of course my little mate Bruce Meppem, the list is long and I could mention many more. I've enjoyed competing in many of the club's competition events over the years, preparing my Triumph for the concours each year and I'm proud to have my name on the Reg Smith Trophy.

I have always been happy to give up my time to help with the administration of the club when I have been elected to the club committee. I'd like to think I have made a small contribution to preserving the marque.

Racing has also been a big part of my life and I would not have had the thrill of racing at most of Australia's great circuits if it was not for my initial involvement with club competition events.

Of late Rhonda and I have really enjoyed being part of each year's National Rally due to the great time we have had with some lovely people. The tours to get to the interstate Rallies organised by the late Warren Carter and the most recent to WA organised by Glen and Sue Coutinho have been such great fun.

I also enjoy my role as marque rep helping members with their car problems and sharing my knowledge and experience. Helping coordinate TR6 owners put on a great display at last year's Concours was very rewarding.

It's the cars which bring us to the club but it's the people who are the reason you keep coming back. May it always be so.

Geoff Byrne

1st Concours at palm Beach



Photo courtesy of

1960's

1st Concours at Palm Beach



Photo Courtesy Allan Wright

Capitina Park early 60's



Photo courtesy of Allan Wright

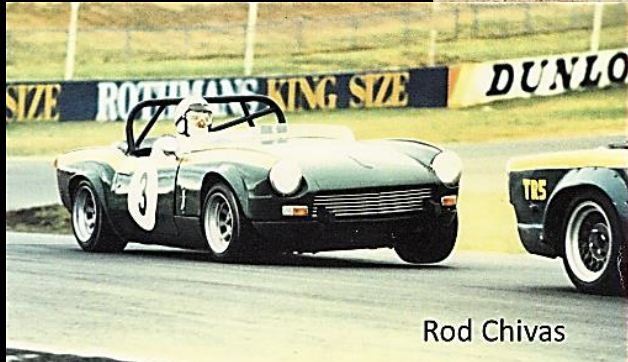
Founding Member Ray Cook in action



Photo courtesy Allan Wright/Ray Cook

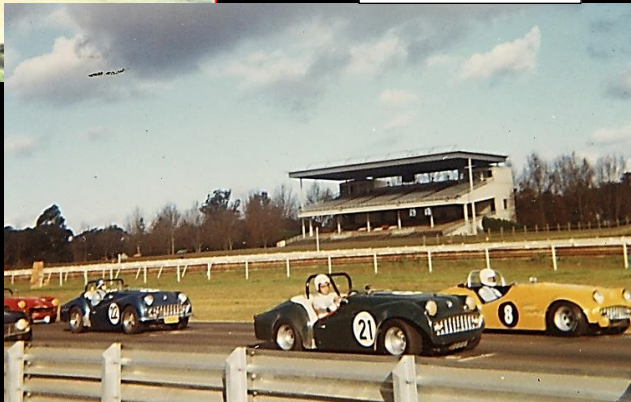


**1970's
+
1980's**



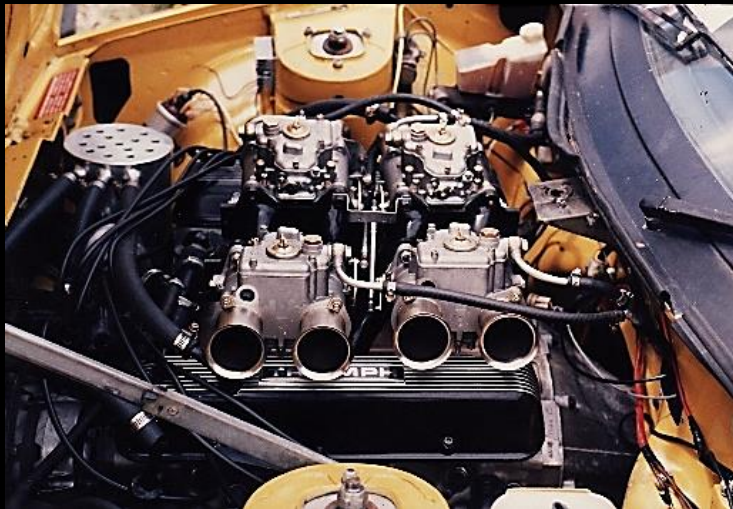
Rod Chivas

Warwick Farm





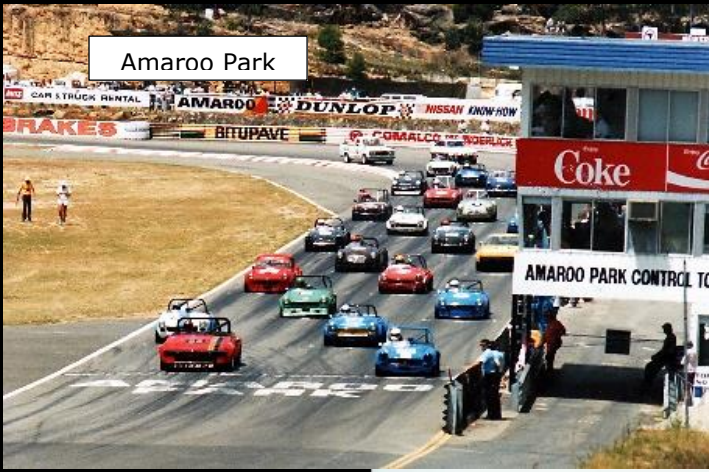
Catalina Park



**1990's
&
2000's**



Amaroo Park



1990's & 2000's

Wakefield Park



Mount Panorama



Eastern Creek Raceway

The photographs in the preceding pages are a random selection from the 344 interesting photos contained in a 2010 PowerPoint Presentation file which was only very recently handed to me. Unfortunately the PowerPoint arrived without text or detailed explanations - so there is an obvious project looming there. The photographers were only generally acknowledged at the end of each decade in the presentation, there were 16 individual contributors, they are all TSOA members and I thank and acknowledge them all.

Ed

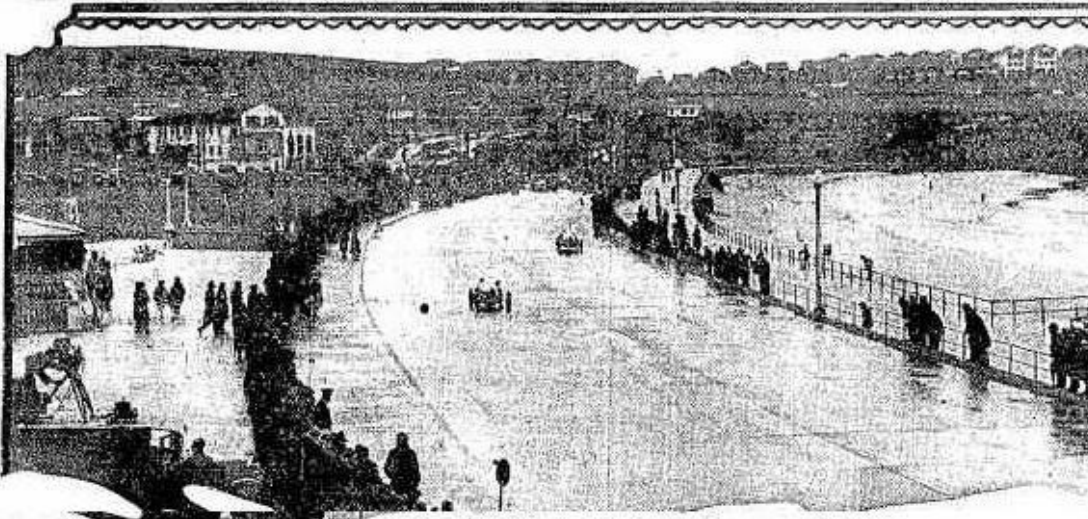
TRIUMPH WINS BONDI DRAGS

"I WANT YOUR NAME, ADDRESS AND DRIVER'S LICENCE"

If one heard that demand today one could be excused in thinking that it was simply a prerequisite question from a sales assistant at an Optus Shop. But, on Sunday 28 June 1930, it had a far more menacing tone. That demand was being made by a squadron of police under Traffic Superintendent Bennett and Inspector Delany of Paddington. It was being directed to the 60-odd entrants and officials of the New South Wales Light Car Club who were participating in the Club's very first event - "acceleration tests" - at Marine Drive (now known as Queen Elizabeth Drive), Bondi Beach.

THEY ONLY WANTED THE WHOLE ROAD

IT'S NOT DAYTONA OR PENDING, BUT BONDI RELISHED IT



Scene on the Marine Drive at Bondi (Sydney), when the acceleration races were held on Saturday. See story on this page.

The event had the blessing of the local council and, indeed, the Mayor, Mr David Hunter, was present. Waverley Council had made available the whole of the inner section of the Drive, which provided a splendid “quarter” of concrete, plenty of width with a centre line, plus an adequate stretch to pull up beyond the finishing line. The curvature of the road mitigated against fast times. Barricades kept the crowd back – estimated at 5,000 – on one side whilst the railing on the beach side served the same purpose on the other. Barricades had also been erected to close the road.

The cars were split into five (5) classes:

- Up to 850cc
- 851cc to 1100cc
- 1101cc to 1500cc
- 1501cc to 2000cc
- Supercharged up to 2000cc

And the format for the day was:

- i) Standing start acceleration tests for each car to establish the fastest in each class.
- ii) To establish an overall winner, cars were then to race in pairs, on a handicap basis, with the winner progressing through to the next round until a “final” was reached. Any entrant improving their individual time by more than 5% was to be disqualified.

Midway through the event, the police, who had been watching, undertook the “raid” – all the cars that had so far taken part were booked. That order had come from the Head of Traffic Branch. The cars had no right to take over a public thoroughfare and open exhausts were forbidden. After officials from all sides got down to just talking through the issue, it was discovered that Light Car Club officials had not applied for the appropriate Police Permit, thinking that the Council approval was sufficient. The Police, in turn, relented and allowed the event to continue “at the competitor’s own risk”.

As one would expect, it was the knockout stage that created the racing controversy. Mr W.B. “Bill” Thompson, three (3) time winner of the Australian Grand Prix, had set the fastest time of 19.2 seconds in his Bugatti but, alas, he was knocked out by Mrs. J.A.S. Jones, the wife of the former Lithgow brewer, in her Alfa Romeo. In defeating him she recorded 18.6 seconds – equivalent to an average speed of 70 mph. Her sweet taste of success was short lived, however, as she fell foul of the 5% rule and was disqualified.

Many male competitors were somewhat put out by Mrs Jones’ time and sought permission for an additional run to try to better it. But they all failed. **Mr A.E.C. “Charlie” East’s Triumph, driven by Bill Lowrie,**

went on to win both his class and the knockout competition and Mrs Jones went home with the fastest time of the day.

The media reports of the day were very favourable toward the Light Car Club and the way that the event was conducted, with Mrs Jones driving skill being praised, in particular. At one stage, a local dog wandered onto the course looking to claim its territory. Mrs Jones, under full acceleration, put the Alfa into a skid and adroitly avoided the startled canine, much to the delight of all.

For that first event the Light Car Club introduced a novel form of headgear – berets. Quite well received as well. One newspaper (Referee 2 July 1930 page 25) reported that whilst attractive and jaunty, it made a few competitors look “sheepish”, but added“*They haven’t cultivated that air of blasé nonchalance exhibited by the members of the Victorian Light Car Club.*”

The New South Wales Light Car Club merged with the New South Wales Sporting Car Club in 1945 to form the Australian Sporting Car Club (ASCC) and was quite active up to 1980. After a dormant decade, the ASCC was reformed in 2001 and is now based in Orange, NSW. No further “legal” drag races were ever held at Bondi Beach, so 90 years later bragging rights remain very much with **Triumph** and Mrs Jones’ **Alfa Romeo**.



Mrs J.A.S. Jones, born Nina Vida Harris, was a well-known and highly regarded driver and entrant of the 1920’s and 30’s. She was one of the pioneers of Australian motor sport and her 1929 Alfa Romeo 6C1750 SS Zagato played a significant part in the sport well into the 1950’s being “much raced, ‘climbed, trialled, crashed, bashed and modified before being rescued and then fully restored”.

Purchasing the 6C1750 during a trip to Milan in 1929, it was immediately one of the fastest cars in the country, and brought Mrs Jones considerable success, particularly in the staple events being then organised by NSW Royal Automobile Club and NSW Light Car Club – acceleration tests, hill climbs and average speed distance runs.

The first of these photographs show Mrs Jones in her new car the day after it arrived in Australia, the second photograph is of a 1929 Alfa Romeo 6C1750 SS Zagato ... worth millions today!

**Article contribution by
Colin Allerdice**

Sources: Sydney Morning Herald 16 August 1928
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Staggering Across Australia –Part 3 – Jill & Lindsay Day

Staggering Across Australia – Part 3 – The Nullarbor

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 third of a series of articles with our recollections of our last big trip and a further expression of hope that we will again be free to do so. At the time of writing most state borders are still closed, there are district border closures in West Australia and there are coronavirus spikes in Melbourne which have led to the NSW/Victoria border closing for the first time in a century. Stay safe everyone!

This article deals with the second half of the trip across Australia. We are now in Streaky Bay after the hottest day of our crossing but have not yet had to unzip the rear window of our soft top. A cool southerly change has come in overnight and we set off for our Nullarbor crossing under overcast skies.

13th October – Nullarbor Roadhouse – 405km (252 miles)

We are driving north on the Flinders Highway on the west coast of the Eyre Peninsula to rejoin the Eyre Highway just east of Ceduna. Friends had recommended we stay at Smokey Bay, but we were not sure of the availability of catering there and so stayed in Streaky Bay. Three quarters of an hour after leaving Streaky Bay we turned off to have a look at the hamlet of Smokey Bay. We then parked outside the general store and had

a coffee. There were a couple of 4WDs there and they noted that we were 'out for a Sunday morning drive'.... where did we come from? 'Sydney, a week ago,' was the answer but they had probably worked that out from our NSW number plates.

We carried on toward Ceduna, remembering doing so in 1981 at which time there were tumble weeds blowing across the countryside and the road and building up against the fences. No tumbleweeds today but the country is very dry. Our next stop was one and a quarter hours later at Penong where we had lunch and filled up with Vortex 95. After Penong we continue to travel through undulating wooded country for an hour and a half. Once we get past Yalata the undulations continue but the trees get smaller and smaller until you come over the next crest and there are none. After

pausing for a Kodak moment under the Nullarbor sign, we have an hour with not a tree in sight to the Nullarbor Roadhouse where we spend the night. The signs on the back of the door to our room are all about snakes and dingos. Both of which are active in the area. We had a good dinner in the dining room which is well decorated with murals. Food is flown in daily to the air strip behind the motel and their local water plant makes 10,000 litres per day. While we are



having dinner, we spot a large dingo skulking about at the edge of the truck parking area directly in front of the restaurant. We decide that our morning walk won't take us away from the roadhouse complex as we did in 2014 when we walked over to the original windmill and water reservoir. Construction of the Eyre highway was begun in 1941. The original Nullarbor roadhouse began selling petrol and food in 1957 and has been moved adjacent to the current roadhouse which was built in the mid-1970s in anticipation of the sealing of the Eyre Highway that was completed in 1976. The first non-indigenous crossing by walking was by Henri Gilbert in 1897 after Arthur Richardson rode a bicycle across in 1896. People are still walking and cycling across to this day and recently a woman rode her horse across from the Snowy Mountains in eastern Victoria to Margaret River in WA in five months.

14th October – Eucla – 196km (122 miles)

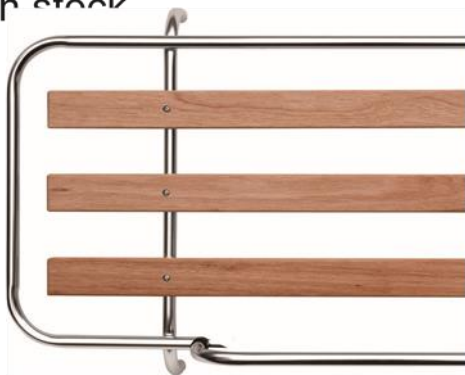
Today is a short travel day that allows time to visit the Whale Observatory at the Head of the Great Australian Bight in the morning. For this crossing



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we had decided to visit in the morning to see the views with the sun in the east. We drive 10km east from Nullarbor Roadhouse and turned off for the 15km to the observatory. We are delighted to find that there is a Southern Right Whale and her calf in close to the shore. After a while we notice a second Southern Right Whale and calf swimming in slowly from the south east. The two pairs seem to be having a 'swim date' for a while directly in front of the viewing platform and then one mother and calf move away to the west. It was all quite calm without any breaching or flipper waving. This is our third visit to this observatory in 10 years and the first time we have seen whales because our visits are in October. Their season usually finishes in September with mothers and their calves heading south to Antarctica. 'You should have been here ... yesterday / last week / last month' was the refrain on our previous visits.

Half an hour west of the Nullarbor Roadhouse the highway runs back to the edge of the bight providing sea glimpses over the salt bush at times for the next hour. There are a number of cliff lookouts along this stretch which is the longest sea cliff in the world. When walking from the car parks to the viewing areas there is plenty of insect and small reptile life in among the salt bush and small flowering plants. So rather than an endless vista of nothingness there is a lot going on at ground level and underground there are vast limestone cave systems filled with water. It is a couple of hours to Border Village which is on the WA border and involves a further



quarantine inspection for fruit and potential agricultural pests in order to enter WA. It is time for an afternoon ice cream and to briefly admire the big kangaroo clutching his precious jar of Vegemite. Another quarter of an hour and we reach Eucla for our overnight stop. The motel is undergoing refurbishment and has no record of our booking but had rooms available. We worked out later that we had a booking at Border Village... oops. After settling in we drove down to the ruins of the overland telegraph station at the original location of Eucla down on the coastal plain. The station was abandoned in the 1920s after being consumed by the sand dunes. The original Eucla was built on the coast as all supplies came by sea. Part of the ruined wharf remains visible.

15th October – Caiguna – 338km (210 miles)

A day where we dropped from the continental plateau down to the coastal plain via Eucla Pass and after an hour and three quarters, we climb back up to the plateau at Madura Pass. This stretch is flat with only the Mundrabilla

Roadhouse midway along it. At regular intervals of about 50km the road verges are wide and flat, and guideposts moved out wide so that the Royal Flying Doctor Service can use the highway as an emergency landing strip. It feels a bit unusual to be driving over the piano key markings at each end. Not to mention being stopped by a set of traffic lights. We pulled up at the Madura Roadhouse for morning tea. The tenth hole of the Nullarbor Golf Course is called Brumbies Run and is a par 3 hole. The tee is opposite the Madura Roadhouse and there is a group of players on it.

We carried on to Caiguna and filled up with the dearest fuel of the trip costing \$2.16/litre for BP 98. For the next few hours, I was lying down with my left foot in the air as a gout attack gripped me. Fortunately, I had brought some pills with me and spent a couple of hours waiting for them to work during which I could do not much else but think. The result ... I decided to retire! We paused to look at the Caiguna sunset as we went for dinner at the roadhouse. It looks just like the picture on the t-shirts that are for sale.

West bound traffic was stopped at Caiguna during the bushfires around Norseman in December 2019 which caused congestion. This must have placed a severe strain on the water system here as it only makes 2,000 litres per day and Caiguna roadhouse does not usually allow the filling of caravan water tanks for that reason. Additional food and water were air lifted into Caiguna to support the travellers stopped there while the fires were being brought under control.

16th October – Norseman – 391km (243 miles)

A shorter day today which came about from wanting to stop at Caiguna. We turn left from the Caiguna car park onto the 90 mile straight, the longest in Australia and one of the longest in the world. This part of the road does go up and down but there are no turns to the left or right until after passing the Balladonia Roadhouse near the western end of the straight. After an hour and a half, we are very pleased to see the facilities at Balladonia. There are lay by areas at regular intervals along WA roads but only a few of them have rudimentary toilet facilities. We then have a look at the local museum which covers the establishment of Balladonia station as a grazing property, indigenous history and contains a model of the US Skylab which disintegrated and fell to earth on 12th July 1979 with some parts landing near Balladonia. The museum display notes that US President, Jimmy Carter rang the manager at the roadhouse the following day to apologise for showering them in space junk and offering to pay for any damage.

Shortly after leaving Balladonia It seems a bit strange to be turning corners again then we pass through the Fraser Range to reach Norseman. Norseman is a mining town which is named after a stock horse and was established after gold was found nearby in 1892. We had seen reducing activity in the town over the last 10 years due to less activity at the mines. The lady in the visitor centre tells us that new equity capital has been injected into the largest mine which has recently begun to move from care and maintenance to prepare to resume mining so they are hoping that things are improving for the town. As it was a short day we arrive in Norseman at noon and have the thought that maybe we can gain access to our motel room early. Then we see the padlock and sign on the



motel reception door.... Opens at 3pm till 9pm. We spent the next few hours having lunch and driving around most of the streets of Norseman at low speed for a good look around. The main street and immediate surrounds are in good order with council workers working on improvements. Eventually we get into our motel room and as I am taking the cases out of the boot I notice that the right bank exhaust pipe has a wet appearance. I had not added any coolant since Nullarbor and with continuing slow loss it is time to use the sealer that we had brought with us after more than 3,700km (2,300 miles). 250ml was added the next morning. We had the best pub meal of the trip in the Norseman Hotel that night. Lamb chops with seven vegetables which was delightfully cooked.

17th October – Esperance – 204km (127 miles)

Today is a short day where we are travelling due south to the coast at the port of Esperance. It will also be the day where we are at the same location as the Triumph peloton that has been pursuing us for over a week. The speed limit is 100 km/h as we pass through forested country southwards from Norseman. In late December 2019 there were bushfires around Norseman that led to the closure of the highways around Norseman for almost 2 weeks. Large sections of the forests that we are travelling through were burned out with approximately 100,000 hectares (247,000 acres) burnt. After an hour, we stop at Salmon Gums for a break and to admire the flowering gum trees in the centre of town. We then carried on for another hour passing through wheat cropping country with most fields lying fallow due to the drought. The drought has eliminated wildflower activity. Arriving in Esperance, we drove around the town for a quarter of an hour looking for a suitable place to angle park and find a sandwich for lunch. As I am opening my door to alight, I am startled by a tradie's ute that suddenly appears next to me. It turns out the ute driver had been 'stalking' us as

we were driving around town and 'hoping that we would stop' so that he could have a look at our Stag. He says he has a Triumph 2000 Mk2 sedan and would love a convertible but there are none in good condition in this area.



After a good sandwich and a walk along the foreshore we can see that a lot of improvement works have been done in the 10 years since we had been in Esperance. We then drove around Blue Haven and Twilight Beach Road on this sunny afternoon and are stunned by the white sands and clear aqua waters. It was an overcast day when we had been here 10 years ago which did not show it to its best. We returned to Esperance along the edge of the pink lake which is a natural phenomenon caused by salt concentration but has not been pink for about ten years. The town of Esperance is named from one of two French ships that sheltered in the lee of nearby Observatory Island on 9th December 1792... the Recherche and the Esperance. The many small islands nearby are named the Recherche Archipelago.

We visited Mermaid Leather and bought a red snapper purse as a birthday gift for our daughter in law. Fish skins of various species including Barramundi are tanned to turn them into interesting and durable fashion items. The skins would otherwise be discarded by the fish filleting works. The company continues to operate at the same location 10 years on from our last visit.

We had been intending to go to Cape Le Grand National Park as well but it is getting on in the afternoon, so we decide to go to our accommodation for the night and we meet up with our fellow Triumph travellers. We had forgotten that tomorrow is a long day making the round trip to Cape Le Grand a stretch and it is raining lightly the next morning. We made a mental note to make sure we go to Cape Le Grand next time while looking enviously at the pictures taken of Stags and other Triumphs on the flat white sands there. There is much greeting and talking in the motel car park along with an elevated 2500S whose proprietor Barry has removed a half shaft in search of a vibration with a 'tinging' noise. After reassembly and hearing it drive a couple of us said in unison... 'rear universal as the prop shaft is hitting the handbrake cable adjuster' ... the reply was 'why weren't you here earlier?' The rear prop shaft universal was replaced by a local mechanic the following morning and thereafter the 2500S went well. Barry and Ursula bought this 2500S manual with overdrive as a mechanically sound 'beater' and drove it from Victoria to attend the National Meeting as their other Triumphs are track cars. Great idea.

18th October – Albany – 480km (298 miles)

Today is a long day through low wooded country and cropping farms. There are green sections, but it is also dry in places. Due to the time differences from SA to WA of 1.5 hours we find ourselves awake somewhat early local time and go for walk along the Esplanade to further explore the large translucent whale sculpture and other improvements which have made the foreshore a very pleasant place. We note though that the fuel wharf has been damaged in a storm and a section is now missing near the shore. We had walked to the end of it last time.

Friends had recommended that we visit Hopetoun which is an old port location on the coast south of Ravensthorpe and after an hour we turn off the South Coast Highway to do so. Hopetoun was established in 1900 as the port servicing the Phillips River goldfield and was named after the first Governor General of Australia. A jetty built in 1901 was the terminus of a railway line between Hopetoun and Ravensthorpe that operated from 1909 to 1935. The port was closed in 1937, with the jetty remaining until its destruction in 1983. Hopetoun like Ravensthorpe has declined somewhat in population since the Ravensthorpe nickel mine closed a few years ago.

Today we are travelling with Lorraine and Helen...the '2 chicks in a Dolly'. We have a nice snack at the bakery which included Thai curry pasties amongst its delights. During our half an hour to Ravensthorpe we stop to take a photo of a display of farm gate art produced as something for the farm that wants their access gate to stand out from the background scrub. At Ravensthorpe we stop to photograph some striking silo art which is in a different style to that seen in SA.

After Ravensthorpe we have another 3 hours to reach Albany. The first hour takes us to Jerramungup where we turned left to stay on the South Coast Highway and stopped for a break. While sitting here we see a stream of Triumph Stags, TR4s, TR7s, TR8s, 2500Ss and Dolomite Sprints from several different states coming



past. We then carry on past a number of locations which are named but are little more than a bus stop and a service centre. We are passing through low wooded country with limited views until we arrive in Albany where we keep seeing Mini Minors everywhere due to their National Rally and head

east to our accommodation which is at Middleton Beach. We washed our Stag for the first time since leaving home and could feel its contentment but being black it is only ever fully clean for a few seconds.

It is great to have dinner with our friends tonight, some of whom we only see at National Meetings. We hear of one Stag driven from Victoria suffering a loss of coolant approaching their overnight stop at Fraser Ranges station just east of Norseman. After some nervous diagnosis it was refilled and proceeded. Following checks and being driven over the next week it was driven back across the Nullarbor to Victoria after the National Meeting. Ray who has owned it for 20 years said that he had never taken the top plug out of the radiator to check the fill level and had only ever topped it up via the overflow reservoir. Its radiator had a non-standard round topped plug fitted instead of the usual hex head plug which had contributed to the situation.

19th October – Margaret River – 373km (232 miles)

It is a short walk to the Ellen Cove boardwalk which skirts the headland to the foreshore below the Albany town centre and has seating and signs for whale watching in the bay. After a good walk under an overcast sky we prepare and depart for what is the greenest day scenery wise since crossing the Nullarbor.

We are travelling via the Lower Denmark Road past Lake Powell Nature Reserve for the scenery and turn onto the South Coast Highway half an hour later at Young Siding. We stop at Denmark for a stroll around the town before continuing through sections of forest and farmed areas. After an hour we pass Walpole, the farms have petered out and we are passing through national parks and state forests with some very large trees. We carry on for another hour to Pemberton where we have lunch and then are surprised to be stopped by an active railway level crossing in the middle of town. An unusual tram type vehicle travels across on the railway that is operated by the Pemberton Tramway to carry tourists through the Karri and Marri forests. We continue on to the Gloucester Tree which was used as fire lookout since 1947 and climb about 5m up the tree before deciding that climbing all 53m to the top would not be a good choice for us. A number of our fellow travellers did climb to the top and enjoyed the view over the forest. This tree was one of eight lookouts built in the south west of WA between 1930s to 1950s. Today it is a tourist attraction only and we sat for a while admiring the abundant bird life at its base.



After another hour of glorious forest, we break out into farmland again as we are now in the Margaret River region of WA. A further half an hour and several turns onto roads with not obvious signs sees us reach the petrol station at the southern end of the village of Margaret River. Our crossing is over as we take another tank of 95 and brace ourselves for a fabulous National Meeting over the next week.

Technical Summary: Coolant loss has paused since Norseman and our 5 litres of Sydney water is sitting untouched behind the passenger seat. The oil strategy worked well with half a litre of heavy oil treatment and 3 litres of 20W/60 oil added during the 13 day crossing – distance 5,000km (3,108 miles) – with daily maximum temperatures in the mid 20Cs. A consistent 28 mpg (10 litres/100km) was achieved. Our total distance was 6,461km (4,016 miles) over 23 days including the National Rally and visiting with Jill's brother Alan for his 70th birthday.

Lindsay Day

A man seeing flashing red and blue lights in his rearview mirror pulls to the side of the road. Shortly after coming to a stop, a police officer approaches the car.

The man says, "What's the problem officer?"

Officer: "You were going 80kms/h an hour in a 60 zone. I'm afraid I'm going to have to ticket you."

Man: "No sir, I was going a little over 60."

Wife: "Oh, Harry. You were going at least 80!" (The man gives wife dirty look.)

Officer: "I'm also going to give you a ticket for your broken taillight."

Man: "Broken taillight? I didn't know about a broken taillight!"

Wife: "Oh Harry, you've known about that taillight for weeks!" (The man gives his wife another a dirty look.)

Officer: "I'm also going to give you a citation for not wearing your seat belt."

Man: "Oh, I just took it off when you were walking up to the car."

Wife: "Oh, Harry, you never wear your seat belt!"

The Man turns to his wife and yells, "For cryin' out loud, can't you just shut up?!"

The officer turns to the woman and asks, "Ma'am, does your husband talk to you this way all the time?"

And so the wife says, "No officer, only when he is p...ed."



TECH TIPS

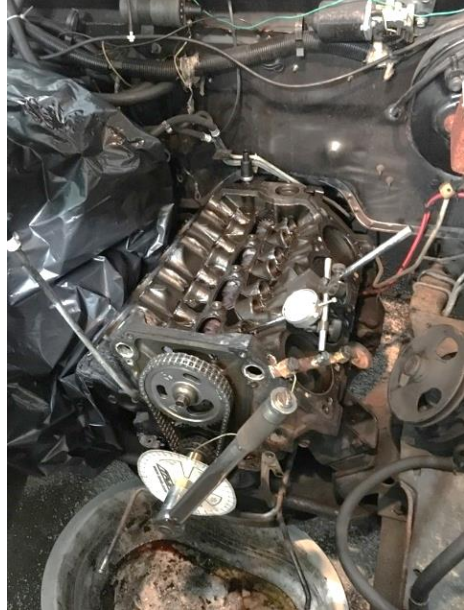
Are fully synthetic oils to be avoided to use in older cars, (1980s and before)? Why?

I'll share a story with you, and you can take it for what it's worth. I have a 1990 Dodge D250 pick-up truck that belonged to my father before he passed away. 360 engine. Automatic. 2-wheel drive. I kept it because there was sentimental value and it was rather unique. Not too many of them left running around. And it had higher mileage... Maybe 175,000 at the time of the occurrence.

I've done quite a bit of work to it, but I perpetually seem to always be behind the curve. One time when it was due for an oil change, I decided to try full synthetic oil of the correct viscosity.

Not long after I did the oil change, the engine idle became very rough. Above idle it ran fine but the idle was horrible.

I went through all the normal checks. No vacuum leaks. Spark plugs. Distributor cap and rotor. Ignition wires. Fuel filter. Compression test. Everything seemed to be in order, but I even replaced some of those components because they are so cheap for that truck. No change.



Because I could not really identify which cylinder(s) were causing the misfire/roughness (it appeared that almost all of them were contributing), I removed the valve covers and ran the engine with them off. Some of the rocker arms were barely moving. Many of the intake and exhaust valves were not opening fully.

Despite good oil pressure, the synthetic oil was not sufficient to properly pressurize the older, worn hydraulic lifters; therefore, the valves were not opening properly. I put the valve covers back on and then changed the oil and filter using conventional oil. After driving it for a few miles, the engine smoothed right out.

I've since changed the camshaft, lifters and timing chain. So, I'm certain I could use synthetic oil now with no problem. But... be advised.

Article submitted by Keith Higgins by Phil Kahler / Quora Digest

COMMENTRY

A couple of things come up from reading the previous article.

It suggests that it is about pre 1980s cars but is written about a 1990 truck. Yes, it is possible that synthetic oil may bring to light a problem, but yet may not really be the cause of the problem. The cause is the fact that the motor most likely had worn hydraulics lifters and the oil change brought this to the fore. Having said that, if the rockers were not moving in their full range than the motor would very likely have had a tapping noise to go with the rough idle which should have been the simple diagnosis for the issue.

My own view, and I stress that this is only my view. synthetic oil is a very good product and in modern performance engines it has benefits. In older engines where there is wear and remembering that bearing and machining clearances and tolerances where nothing like they are in modern engines even when new, I don't personally see any benefit to using a synthetic oil. A good quality mineral oil will be just as good if not better in older cars especially where oils and filters are being changed at the correct intervals, which would be the case with most club members.

The no name or shop brand oils that are sold as a price leader may well be an SF, SG or S whatever but will be at a lower level of the additives that give the best protection. A good quality mineral oil will present no problems in any situation.

Probably one of the most important things to pass on to club members is to use the correct specification oil in any engine but even more so in their modern cars. Putting a 20/50 in a late model engine that is listed for a 10/30 can cause engine seizure.

Cheers ... experienced mechanic / Committee member

Technical articles in this magazine are intended as general (sometimes humorous) information only and cannot be specific to your car. TSOA recommend that readers always seek advice from a suitably qualified mechanic. Ed.



**MINUTES OF THE 682nd GENERAL MEETING OF TSOA NSW,
TUESDAY 14th July 2020**

Carlingford Bowling, Sports and Recreation Club, Carlingford.

Meeting commenced at 7:30pm

Chair: Vice President John Stokes
Bromley

Minutes: Secretary Laurie

Apologies: Nev and Lyn Bowden, Phil Lamour, Josh Glinn

Minutes for March: approved Alan Wright, second Keith Higgins.

New Members: John Guselli, MK1 2000, James Crehan 74 Stag

Vice-Pres: John Stokes

Welcomed approximately 34 members to the first meeting since March due to the Corona Virus lockdown.

The president's report is printed in the club magazine.

The National Rally is still going ahead, with a final decision in August.

Secretary: Laurie Bromley. I have been forwarding e copies of interstate magazines. Please check your email program and make sure that the club emails don't "bounce". You can do this by making the club email a trusted source.

Treasurer: Lorraine Mooring. The main item if note being the creation of a term deposit to store surplus funds.

Competition: Brett Gillies. The next CSCA round is still going ahead with the MG Newcastle round being held at Marulan this Saturday. Competitors only, no spectators.

Social: Geoff Batty. Christmas in July going ahead this Sunday with the whole dining room reserved for us.

A Ladies Day event is being planned for October and the Pinkstone Run in August.

Editor: Jeff Breen; Nothing to report

Points Score: James Rose

Still being contested, most points being for contributions to the magazine.

Membership/ CMC/ Concessional Registration Office: Norbert Nieuwenhuizen

- Concessional registration renewals being successfully processed by mail.

All British Day: Craig Sankey reported that they were trying to arrange a display day with a gold coin donation and self-catering. The Kings School has given permission and we await word on government restrictions.

Regalia: Tony Moss. Not present

Coffee and Cake: Keith Higgins

Next Coffee and Cake will be at Vanilla Cream, Annandale. August will be at The Armoury, participants must register with Keith prior to the event.

TSR Howard Glinn: 1st MRA round Mark Elliot competed in his 400HP TR8. Good footage of close Triumph racing is available on the Blend line YouTube channel

General Business:

Mark Lamour gave a brief resume of the parlous state of the airline industry, with Qantas closing down its 747 fleet and laying up its A380

fleet. The A330 fleet is grounded as well large numbers of staff have been retrenched.

John Stokes has an oil and water temperature alarm which he can install for around \$300 per car.

There seems to be a shortage of windscreens for Dolomites. Does anyone know a source?

John Stokes paid a tribute to Lawrie and Kaye Placing on their last meeting before moving to South Australia. They have been strong supporters of the club, holding committee positions, organising social events, inventing the coffee and cake format and assisting with the CSCA events. They will be sorely missed!

Meeting closed at 8.24pm



A sign used in Australia to advise that slow drivers are about to temporarily increase their speed

Hunter Happenings



TSOA Hunter Area Meeting 7 July 2020

Present: Alan Watson, David Hynes, Michael Debono, David Walshe, Michael O'Brien, Chris Lancaster, Rick Schmalzer, Bryan Mclean, Graham Paterson, Terry Burns, Rowan Burns, Bruce Milner, Steve McGill

Apologies : Michael Markey, Daniel Herringe, Chris Johnson, Wayne Wheaton, Doug Brodie, Damien Whittaker, Rob Guyder

Events on the horizon:

Sunday 2 August 2020 The Graham Pinkstone Memorial Run

General Business:

David Walshe opened the meeting mentioning that the COVID-19 requirements of the venue, Club Macquarie see us commencing at 6.30pm and concluding at 8.30pm. Members must advise David Hynes prior to the meeting to notify the club of our expected numbers.

Graham Paterson reports that his TR4A is progressing. The writer recently saw the vehicle and it looked great even as a chassis, engine, gearbox and wheels! Graham mentioned a 4 September deadline, but we shall see.

Alan Watson has a new work truck. A current model 4 x 2 Hilux, great choice Alan. As a result of COVID-19 restrictions, he and Susanne have not been able to travel overseas as planned. He has had a few drives in the TR6.

Chris Lancaster has not been able to travel to Broome to meet his new Grandson due to the same restrictions. He has however enjoyed a recent run in his TR3A with his son closely following in Chris's FJ utility. Chris reports that he was having a ball but eventually noticed his wife had draped herself in the tonneau cover to keep warm. We are relieved that Chris tells us she now has a 'Triumph Pack' which includes some warm clothes for such adventures.

Steve McGill has just fitted a new soft top to his TR6. A new bonnet catch from overseas required some attention with a tap and die to fit. He intends to seek Dave Clark Automotive's assistance with an issue soon.

Terry Burns reports using his TR4A to carry some long loads while refurbishing his daughter's house at East Maitland. The writer observed this

phenomenon oncoming in Maitland while maintaining a property he has there!

Rowan Burns has welcomed a third child to his family, young Edward. Congratulations to the Burns family. The bodywork has been finished on the TR3.

David Hynes has assembled a shed with the assistance of Judy. They have been enjoying Stag runs to Nelson Bay.

Michael Debono has fitted a new clutch and ring gear to his MGB. He also managed to refurbish the Weber DCOE 45 and have the MGB both purring and roaring. There are plans to reinstate original twin SUs and the world's ugliest air filters as per standard. He has also bought a TR2.

Michael O'Brien has discovered his TR8 is a PED, a Personal Export Derivative. An agreement between the German and British governments meaning people could buy a TR and drive it back to their home country with a tax saving. It is now registered with the plate TR8EFI which should stand out. Michael tells us there were only 39 PEDs built.

Bruce Milner has enjoyed his Stag though was backing out and disturbingly heard a thud. Thankfully, it was just the handbrake still on.

Rick Schmalder is monitoring his son Alex's fervour in netting a classic. The young entrepreneur has negotiated on a Triumph Herald coupe, a TR3, the list goes on... Rick reports the electric bike project is up and running, powerfully. Aside from that Rick has an aquarium in his garage now.

Bryan Mclean tells us that his MX5 is running well. That's what MX5s do Bryan.

David Walshe has done some minor refurbishment of the TR6 centre console. He also mentions that he wishes to step down as Chairman. David Hynes will act in the role and to that end, interested members are asked to communicate their interest in taking up the position. David is selling his Dolomite and it's priced at \$4,000. Please contact David on 0409885342.

STOP PRESS

The Friday following our meeting, Rick Schmalder and Bryan McLean visited the writer at his Tighes Hill home and looked at the classic cars in the garage. They were supplied with coffee and cake and it was a really enjoyable visit.

Michael Markey is well and sends his regards to members. Because of Michael's compromised immunity Michael is staying away from meetings and events. Stay well Michael and we all look forward to seeing you again in future.

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

Race Shirts **\$40** limited Size additional sizes can be ordered

Belts & Buckle 34" & 36" \$27

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

amosie62@gmail.com



Club Details

Life Members – Ray Cook, Neil Fraser, Roger Gates, Ken Hannaford, Graeme 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.*

CLUB COMMITTEE

President	Neville Bowden	0419 004 283 9863 5959	nvbowden48@gmail.com
Vice President	John Stokes	0433 826 880	john@geostareastern.com.au
Secretary	Laurie Bromly	0411 372 619	tsoansw@hotmail.com
Treasurer & Vehicle Registrar	Lorraine Mooring	96520664	lorraine.mooring@gmail.com
Competition Secretary	Glen Coutinho + Ken Peters	0418 640 188 0417 676 199	glencoutinho@hawgood.com.au ken7@bigpond.com
Membership & Concessional Registration	Norbert Nieuwenhuizen	0415 207 748	norbertvdn@gmail.com
Point Score	James Rose	0448 523 521	jr948948@gmail.com
Social	Geoff Batty	0498 786 671	geoffrbatty@gmail.com
TRead Editor	Jeff Breen	0419 203 295	Jeff.m.breen@gmail.com

The committee meet each month, usually the Monday following the General Meeting.

OFFICE BEARERS

Ecurie Triumph	Geoff Byrne	0418 409 170	gkbyrne@optushome.com.au
Club Contact	Steve Ralston	0411 755 758	sjralston54@gmail.com
Hunter Group Contact	David Walshe	0409 885 342	dwalshe@aapt.net.au
Regalia	Lyndon & Tony Moss	0466265 751 0418 961 001	amosie62@gmail.com
Librarian	Ken Peters	0417 676 199	kenp7@bigpond.com
Webmaster	Paul Cooper	0418 665 503	webadmin@tsoansw.com
Coffee 'n' Cake	Keith Higgins	0409 656 577	keith@aodaustralia.com
Magazine Distribution	Allan Wright	9451 0165	allan-renate@inet.net.au

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

MARQUE REPRESENTATIVES

TR2/3/3A	Roger Gates	0418 112 541	Allan Wright	9451 0165
TR4/4A	Bob Slender	0407 284 548	Bruce North	4297 4917
TR5/6	Geoff Byrne	0418 409 170	Ernie Schmatt	9521 3631
TR7			Grant Turnbull	4627 0500
TR8	Kerry Siegel	9639 1058	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		

CLUB DELEGATES

CAMS	Ken Peters	0417 676 199	kenp7@bigpond.com
CSCA	Paul Cooper	0418 665 503	paul@paulcooper.net.au
	Brett Gilles	0410 511 630	brettgil@inet.net.au
CMC & Concessional Registration	Norbert Nieuwenhuizen	0415 207 748	norbertvdn@gmail.com
ALL BRITISH	John Stokes	0433 826 880	john@geostareastern.com.au
	Craig Sankey	0417 286 903	sankey.cj@gmail.com
All Triumph Races	Jon Newell	0499 003 131	supersprint27@gmail.com
Triumph Saloon Races	Howard Glinn	0409 600 078	

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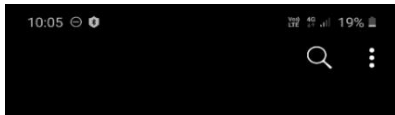
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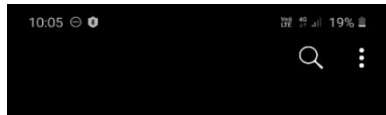
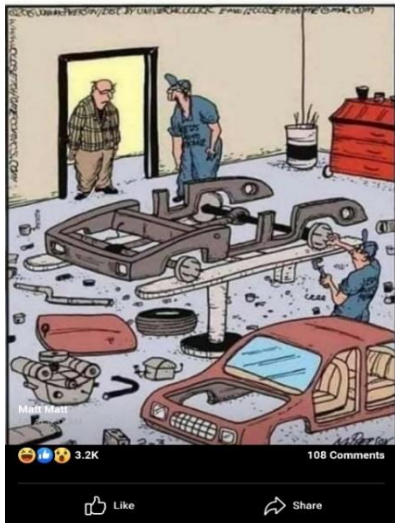
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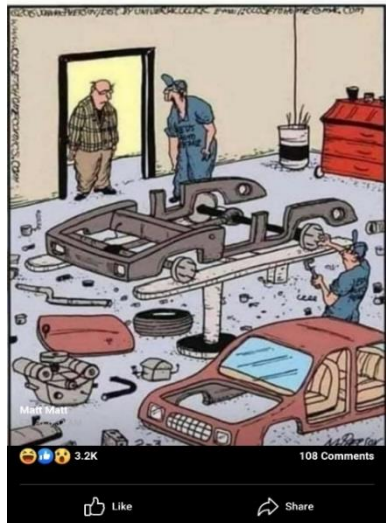
- 1. TSOA General Meetings are held at 7:30 pm on the 2nd Tuesday of the month at the Carlingford Bowling Club.**
- 2. Coffee 'n' Cake is held from 10:30am on the 4th Wednesday of each month at varying locations.**
- 3. The calendar dates for General Meetings and Coffee 'n' Cake are suspended temporarily during the COVID-19 Restrictions period.**



Turns out it was a marble in the ashtray 😂😂



Turns out it was a marble in the ashtray 😂😂



CLASSIFIEDS

Wanted:

- **Racing seat to fit Spitfire or GT6.** Needs to be in good condition. **Contact Allan Cameron 0412 288 870**

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
 - *A number of Mk2 sedan differentials in 3.42:1 ratio for 2500 engine.**Contact: Lindsay Day 0407 266 649**

- **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 2.5 saloon parts ... \$200 the lot**
Engine, auto transmission, front end subframe with steering and rear end. All complete. Stripped from the car and stored for 25 years. lot.
TR4A new parts ...
4 front brake calliper pistons (510792) ... **\$30**
Revington body to chassis fasteners (BMKB4A-6 kit) ... **\$40**
TR used parts, good condition
Gearbox mainshaft for A type overdrive for box CD20281>... **\$100**
Pick up from the Central Coast.
Contact: Jim Broughton .. 0419 621 744

- **TR7 Workshop Manual ... \$65**
Unused and still in protective plastic packaging,
opened but not used
Call Geoff Byrne
on 0418 409 170



- **Dolomite Sprint Race Car ... \$6800**

Fresh engine rebuild & differential rebuild. Car has endless race parts - Fuel injection, Full roll cage, High lift cam, Girdle plate, High compression. (Decked block etc), Electric water pump, Electronic ignition, Early Muted computer, Extractors, New button clutch, Fully adjustable gas shocks and spring platforms all round and lots more.

Ready to hill climbs, supersprints or full racing, has CAMs logbook

Ring me for details: ...
Howard Glinn 0409 600 078



- **Mercedes Benz leather seats \$120 ono**
- A pair of 1998 black leather Mercedes Benz front seats in excellent condition. These were in my 2500TC until I refitted original seats. They are slightly narrower than the original seats.
- **Ring me details Graham Harrold**
- **T: 61 2 9624 3007**
- **E: harrold@bigpond.net.au**



Cute Bum !!



Photo courtesy Allan Wright