

TRead

May 2021



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

www.tsoansw.org.au

TRead
TRIUMPH SPORTS OWNERS
ASSOCIATION INC.

nsw

May
2002

ABN 86009 802 507



100Years of Triumph

May highlights 19th Golf Day

Print Post Approval
NO:224696/00021

FRONT COVER: Corner #1 Pheasant Wood Circuit CSCA Rd 2, April 2021 TSOA's Ian Mash MX5, Lindsay Day Mk2PI, Jeff Breen TR6.(photo: Allan Cameron)
ABOVE: Contrasting motoring weather for May 2002 (from TSOA library archive).

TSOA President's Report

May 2021

Greetings everyone

With Easter and the school holidays just a distant memory and the Covid restrictions easing off we can now look forward to getting out and about again. With the current lovely Autumn weather, it is the best time of the year to be out and about especially with the roof down, a luxury I don't have. Nevertheless, I enjoy the runs in these slightly cooler days.



Another great social run to **North Head** and despite the hiccup with tour numbers we enjoyed a very interesting time in the North Fort complex. Just a few members decided to extend the outing and spend a night at the Quarantine Station. There are more than 60 buildings still being used and although the outside retains the original look, the ensuite in my room was thoroughly modern – not what the original occupiers would have experienced.

Coming up in May we have the **National Day of Motoring** in **Berry** which will showcase "Aussie Assembled Vehicles" however there will be many marques on display. Also, the night meeting of Supersprints which promises to be a good spectacle.

Geoff Byrne has arranged to hold a workshop on **Lucas Fuel Injection Systems**. This is a must if you need to know more about the best way to maintain your fuel injection system. Please contact Geoff if you are going to take advantage of his offer.

If these options are not enough, make sure you check the calendar for outings organized by the **Hunter Group**. Being a branch of TSOA NSW you are welcome to attend their social runs and they qualify as club events for those on Club Plates.

An important reminder – while at present you no longer need to register for the club meetings, we still need everyone to register with the organizer of Social events and Coffee & Cake runs. It would be disappointing if you arrive, and the café or lunch spot had to turn you away due to lack of space.

Take care and enjoy your drives.

Lorraine Mooring
President TSOA (Ecurie Triumph) NSW

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



Secretary's Ramblings for May

John Whittaker

Improvements to our IT system are ongoing and being pursued by our Website Officer Eric Hanich. At the last committee meeting there was plenty of discussion on directions of how we manage the business of running the club.

On the table are four ideas that are being reviewed

1. Move away from the club Hotmail address.
2. Implement use of 'google forms' for registrations to all club events with any fees paid by direct deposit or PayPal.
3. Investigate the purchase of a 'Content Management' programme.
4. Create a website photo file box.

All these things are under review with the aim of improving the quality of service delivered to members.



Received a note from Jim Pope about an interview he did with our intrepid David Clark. You can watch the interview on YouTube – go to www.yellowduckmotorsport.com; select 'Interviews'; select 'Road Cars' from the drop-down menu. Great work Jim and many thanks.

On the home front, whilst the swing axles are fine, other parts of the Spitfire have produced a few headaches leading to me being a non-starter at the CSCA Round 2 at Marulan last Sunday.

- Who has enjoyed the pleasure of having a broken timing chain tensioner?
- Has anyone had intermittent alternator failure for no obvious reason?
- How about the clutch master cylinder blocking up with bits of rubber from the filler cap seal? (right)
- To cap it all off, still have not found the cause of the high-speed drivetrain vibration which is where the work all started!



CSCA Round 3 at SMSP Short (Amaroo) Circuit coming up on Sat 8th May. Not going to miss out twice so back to garage before the mossies take over.

Go the swing axles.....
John Whittaker

Notice Board

Special guest speaker at May General Meeting

Members should note that **Spencer Martin**, the famous Australian Racing car driver, has agreed to come along and be guest speaker at the next **General Meeting at Carlingford Bowling Club on Tuesday 11 May.**

If there was a beautiful car ever made Spencer will have driven it and driven it well. From 60's era Holdens to many historic Formula 1 cars, Spencer has driven them all and has a wealth of stories and anecdotes to go with each experience. He is a real character and engaging speaker. We are sure that everyone will enjoy his talk. Spencer's recent book usually retails for around \$80 however he is generously offering it to Triumph club members for **\$60, so bring your cash money with you.**



Members are requested to register their intention to attend this meeting so that we have the appropriate sized room for the evening. with Lorraine Mooring on 0652 0664 / lorraine.mooring@gmail.com

IMPORTANT

New Members

We have 3 new members to welcome into the club this month.

- **James Braden-Brown** with a **Stag**
- **Paul Diggle** also with a **Stag**,

and

- **JP Kieldgaard** with this **Dolomite Sprint**



***Norbert Nieuwenhuizen
Concessional Registration
and Membership Officer***

Notice Board

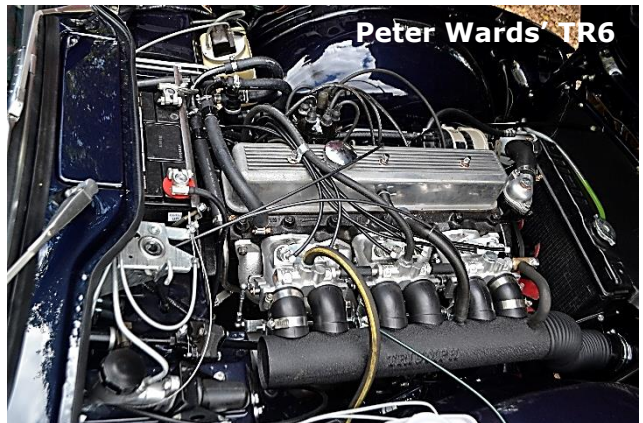
LUCAS FUEL INJECTION WORKSHOP - for TSOA members with TR5, TR6 and PI sedans

Members are invited to attend a discussion and practical demonstration on the Lucas Fuel injection system fitted to our Triumph sports cars and sedans.

*The workshop will be run by **Geoff Byrne TR5/6 Marque Rep.** who has developed extensive knowledge of the Lucas System from owning a TR5 and several TR6s and racing a TR6 for the last seventeen years.*

The purpose of the workshop is to equip members with knowledge of the Lucas system so they can make an informed decision on whether to undertake repairs themselves or referring a problem to a specialist. It is not about developing the system for racing purposes nor soliciting work for and any organization.

A metering unit, pump and injector will be dismantled to understand how they work and what problems and maintenance issues may arise. Test equipment will be demonstrated. Members are invited to share their experiences and problems with the group and of course to bring along their TR5/TR6 or PI Sedan.



Date: Saturday 22 May

Time: 1:00pm to 3:00pm

Location: 25 Murdoch Street Turramurra, cnr Adams Ave.
(Park your TRIUMPH in Adams Ave. Workshop entrance is from Adams Ave.)

Registration: To comply with COVID rules you must pre-register by texting to Geoff on 0418 409 170

Notice Board

Computer Owners Beware

Based on a recent experience we had with our home PC **TRead** Editor Jeff Breen has asked that I inform the TSOA community of what transpired as a word of caution to all.

The back story- Late last year between the time we commission our new PC and installing an antivirus product on the unit we were attacked by a Trojan virus. This was removed by the Microsoft appointed support centre over two days and some 10 hours on the phone with them. As a result of that incident a Microsoft lifetime support service was purchased.

Having experienced the above I was recently alarmed to see a pop-up box appear on our screen as we logged in allegedly from Microsoft alerting us to the fact that we had another Trojan virus and to contact the Microsoft support team on a 1800 number included in the message. At this time the screen was locked, and the message could not be removed. I proceeded to contact the number and the person at the other end offered a sympathetic ear and advised that he could fix the issue for us. (*Let me call this person FRED*)

I was then asked to open a "fix it" application via Google Chrome which then gave *FRED* access to our PC and allowed him to access files on our PC which he then allegedly proceeded to cleanse. Part of the screening process was to open each website where we undertook financial transactions to allow the process to remove the virus from the login address. This included our internet bank account. I must stress at this point that *FRED* was very professional and followed similar protocols to those used by person I had previously dealt with at the Microsoft Support Centre. So I was not initially concerned.

After approx. four hours I informed *FRED* that Leigh and I had to go out and could no longer stay close to our PC to undertake his requested actions on my part. His response was that was OK- but to leave the PC running and he could work around the process by taking extra time.

Away from home and with some time to think whilst driving, I started to question what was going on and started to evaluate that something strange was going on. While out I then went to our local bank branch and had them interrogate our accounts to see if there was any unauthorised withdrawals or deposits occurring- there was none. Before returning home my suspicions were furthered after I received a phone call from *FRED* that the PC had shut down (it had gone into sleep mode) and he was somewhat agitated that he couldn't "continue his work".

Notice Board

Whilst we were out *FRED* continually phoned me trying to establish when we would be home, I ignored these calls. When we were returning home *FRED* once again phoned and as a result of the call I restarted the PC. By now I was reaching the end of my patience with the time this process was taking and *FRED* offered to remove my involvement by having a "Microsoft Representative" come to our home the following day, he would take our credit cards away to be destroyed and would return after four days with new cards for us. By now I was really suspicious and questioned why Microsoft was involved in issuing new credit cards which are issued and controlled by the banks. What really raised my suspicions was his response that Microsoft Security undertakes this work for many banks where they (Microsoft) believe the scam originate from a bank employee.

I agreed to his proposal and terminated the call. I then rang our bank's customer service centre and relayed the story to them, and they confirmed my suspicions we were subject to an elaborate scam. The bank terminated our internet banking access and cancelled our credit cards. The matter was then passed to the bank's internal financial services crime team for investigation.

I also informed the Microsoft Support Centre that I had previously had dealings with of the matter much to their disgust. Interestingly I made contact with the Police who were sympathetic but are unable to become involved unless a physical financial loss has occurred.

Fortunately, we have not suffered any financial losses, nor are we aware that any to organisation we are in contact with where financial transactions occur have been accessed by these scumbags. However-

- the whole process consumed some day and half of my time.
- has resulted in us having to source new credit cards.
- we have had to have an independent IT company undertake a complete sweep and scan of the PC to ensure it is clean of viruses and malware.
- provide documented evidence of the above to our bank before they will reactivate our internet banking access.

I have seen people on current affairs programs on TV similarly violated and asked myself how people could be so easily drawn into these scams but having now experienced how professional and patient the scammers are all I can say to you is **BEWARE!**

In closing we have now installed a more robust anti-virus product onto the PC.

Philip Larmour



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

Motorsport Report

Glen Coutinho

Hard to believe that its now May, where is the year going?? And why do I pose this question? Well folks it's now May and the **All Triumph Challenge** is now only 6 months away. To refresh your memory, this was the event we were going to run in 2020 in conjunction with our TSOA Supersprint complete with a whole raft of social events.....*and then COVID happened and we had to cancel.*



Well, I'm here to tell you that **the ALL TRIUMPH CHALLENGE is back for 2021 at Wakefield Park, the date being the 19th of September**, this is the Sunday following the TSOA Supersprint CSCA Rd 6 at Wakefield on Saturday 18th September.

So, what is the **All Triumph Challenge (ATC)** you ask? It's a cross between Regularity and a Supersprint, and is exclusively for **TRIUMPHS**. Below is a little more information that will hopefully get you interested.

- The event is open to any Triumph, it does not matter what you have done to your car or how much you have modified it, if it wears a Triumph badge and it looks like a Triumph, it can enter the ATC.
- What do you need? You will need a CAMS LS2 license (we are currently working on a day license, not sure it will happen but more to come on that note), if you currently supersprint or run in regularity you can run in the ATC. As a minimum you will need a helmet, appropriate clothing, long sleeves & closed shoes, if you have a race suit or Hans device its recommended you wear it.
- This is not door handle to door handle racing. The start will be a single line rolling start and no passing on the out lap to ensure there is no contact between cars.
- You don't necessarily have to be the fastest to be the winner, points are awarded based on a number of factors but the main one being, most improved from your base or qualifying time & consistency, in essence you could be the slowest out there but could still win the challenge. You are encouraged to go faster but to do so while staying on the black stuff.

- The event will be run over 4 sessions, 1 qualifying to determine your position on the starting grid and 3 timed sessions.
- The TSOA Supersprint will be run on the 18thSeptember so you could have 2 days of track time at Wakefield.
- The essence of the day, and weekend, is to have fun, fun, fun.
- If you really are keen, the Victorians are also running the exact same event over 2 days at Winton on the 15thAugust.

The social aspect of this event will be a drive down to Goulburn on the Saturday with a dinner planned for Saturday night, a lunch at Wakefield Park along with a coffee and cake station. So, folks you can see this will be a weekend of not just racing but social activities as well.

***** BUT (and there is always a but) for this to all work well we need your support, we need you and your commitment.**

If we do not get the required number of entrants, the All Triumph Challenge will be cancelled. So, if you could email me with an expression of interest or commitment, it will help with forward planning for the event.

On another note, the **Porsche Sandown 6 Hour Relay** was run this last weekend, **TSOA Victoria** have always run this event with 2 x 6 car teams, this year they only ran 1 team of 6 cars and won the event, **Triumph 1st**, Porsche 2nd, Porsche 3rd. this was a team effort & I know the hard work that goes into planning, running and competing in this event, it's not often you will see Triumph ahead of Porsche on the winners list, so congratulation to you guys and well done.

Glen



ECURIE TRIUMPH

Geoff Byrne



In last month's magazine we included a link to "an in-car video from Mark McConnell's GT6". A filing error meant that that particular video had been mislabeled, actually the silky driving skills on display in that link were those of ex-member Rod Chivas in his very similar GT6.

Included here now is the originally intended video link to Mark's laps on a pretty wet day at Wakefield Park. Very different driving skills required on this day.

It is well worth another look ... <https://youtu.be/E10AJH2eeMI>

Ed.

CSCA Round 2 – MG Car Club

PHEASANT WOOD CIRCUIT MARULAN

Well, after the first two rounds of the CSCA Supersprint series for this year I think that the Goulburn area of NSW can take over the Queensland tourism title as they have turned on the "beautiful one day, perfect the next" weather for both rounds, and Goulburn will not ever shut the border to stop you getting in or out.

Round 2 at the newish Pheasant Wood Circuit at Marulan was just a perfect day, just a bit of fog in the morning which had burnt off before the day's proceedings got underway. In the past couple of years, this circuit has had around Ten million dollars spent on it and you can certainly see the differences they have made. They are also currently in consultation with the local area council for an extension to the circuit that would see an overall track length of around 7km's, with two 1km straights.

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TSOA had eight runners on the day, which was pretty good as unfortunately for the MG Car Club, there were only 43 runners overall.

Geoff Byrne (1min 5secs) and **Jeff Breen** (1.13) both had class wins in their respective **TR6's**, with **Lindsay Day Mk2 PI** (1.14) and **Ian Mash MX5** (1.08) picking up 2nd place finishes in their classes. Young gun **Thomas Derwent TR7** (1.04) continued on with his impressive running (in the ex- **Allan Cameron** car) with 3rd place in what is a well supported and very competitive class, and as always with mum **Kerry** as support and willing pit crew on hand. The Newcastle contingent of **Peter and Trent Avery**, who never seem to miss a CSCA round, were out with the **Mitsubishi Evo 7** and on this occasion it was Trent (1.01) who took out the family honours over Peter (1.04).

Geoff B had brought down the racing TR6 to run in the motor after a frustrating weekend at Phillip Island Historics in March. He was constantly hampered by other cars and couldn't get many decent lap times in.

The other TSOA runner on the day was **Kevin Davis** (1.01) with his mid-sixties **Renmax BN1** open wheeler race car. Which for me, who grew up watching and falling in love with open wheeled race cars in the sixties, is just what a race car should look like ... *just beautiful!* It may not have been the fastest car on the day, but it was amongst the best sights on the track.

The MG Club would have liked a few more runners on the day to help cover the costs, but none the less they put on a great day, with a well run event. It did also mean that everyone who was there got plenty of track time with the fun factor being the winner on the day.

It was great to see the group of TSOA competitors and supporters sitting together in the sun between rounds enjoying the day. TSOA's **Ken Peters** was busy all day and instrumental in helping the organisers conduct a well run event offering plenty of track time for all.

The **next CSCA** round is being run by the Sprite Club and is being held at **Sydney Motorsport Park on Saturday on May 8th**. But there is a twist. It is being held on the south circuit **at night under lights** and if you have not been out to the circuit to check out the new light system, even if you are not competing on the night, it is worth a run out to have a look. They light the place up like daylight and watching the day go through dusk to being lit up is quite impressive.

Hope to see you at the track soon.



Ken Peters
(+ *additional comments*
from **Allan Cameron**)

Remembering Kas Kastner 1928-2021

Racer, team owner/manager, racing instructor and author Kas Kastner passed away April 11 at the age of 92.



His career in the automotive industry spans more than half a century, encompassing team management of Formula 5000, Can Am and Indy car teams for independent companies that included Kastner-Brophy Racing, as well as Roy Woods Racing.

Well known in the vintage racing community — especially among the Triumph faithful — **Kastner** started the USA Triumph Competition Department for the Triumph factory in the early 1960s and became legendary for his pursuit of power increases for the Triumph cars with long experience in engine dynamometer testing.

After receiving numerous requests at that time for information about preparing Triumph cars, Kastner wrote a series of preparation manuals, organized according to model, distributed by the Triumph factory during the 1960-1972 era of production car racing. The manuals are still looked upon as the "must read" for any enthusiast preparing a Triumph for competition. He was also involved in the design, manufacturing and sale of performance components.

The annual **Kastner Cup** vintage race event, hosted by the Sportscar Vintage Racing Association (SVRA) and the Friends of Triumph, includes an award presented to a Triumph competitor based on criteria set by Kastner when he and Joe Alexander established the event in 2003.

"Kas and I were co-founders," Alexander said. "I proposed the series to him after the 2002 50th Anniversary of Triumph in Competition event at Mid-Ohio. He thought it was a great idea, and the rest is history. Although we

worked with various chair people over the years, Kas and I were always the producers. It will be my honour to stand in his place at Portland in selecting the next Kastner Cup Recipient and act as Grand Marshal."

Three elements go into selecting the recipient: a driver's competitive results on track, car presentation and attitude and interest in vintage racing. This year's event is July 23-25 at Portland International Raceway.

Alexander said Kastner requested a couple of weeks ago that they meet. *"We continued to have business and project plans that needed to be addressed,"* Alexander said. *"More importantly, we knew it was time to say goodbye".*

"Last week we spent three intense days going through a lifetime of memories," he continued. *"In 19 years, we never had much time when at the track to discuss things on a personal level while we were putting on the Kastner Cup Series. That all changed last week. What a remarkable life."*

Kastner also served as Motorsports National Manager for Nissan of North America from 1986 through 1990 before becoming Vice President of Operations for Nissan's new research and development facility in Vista, California.

In that role, he and his team were responsible for the design, development, construction and racing of the Nissan prototype cars in the International Motorsports Association (IMSA) series of road racing events. During this period, he led the team of Nissan Prototype cars to four consecutive Drivers Championships for Geoff Brabham and three consecutive Manufacturers Championships for Nissan.

Cyndi Paceyley
VINTAGE MOTORSPORT MAGAZINE

Coffee & Cake

Keith Higgins

text: 0409 656 577 / keith@aodaustralia.com

Wednesday 26th May

10:30am @ Vanilla Cream,
233 Annangrove Rd Annangrove

Wednesday 30 June -

10:30am @ Carss Park Café & Grill,
107 Carwar Ave Carss Park



Members are reminded that they must pre-register with Keith Higgins before attending each C&C event with a text message to Keith @ 0409 656 577

North Fort & Quarantine Station 11 April



North Head at the entrance to Sydney Harbour has a rich history that spans pre-colonial to modern day. Our outing was to discover some of the history of the Defence establishment at North Fort and the Quarantine Station on the Harbour side.

Meeting at the Information Centre at North Fort meant we only had a short walk to the Bella Vista Café where the coffee was good and the brekky hot & satisfying.

New member, Tim Evans, who lives locally, drove his new TR6 up the hill and joined us for coffee. Hope to see you at more outings Tim.

A cool southerly change had moved in overnight and the wind was nippier than we've had for a while, but it didn't deter the keen group of Triumph owners who had booked for the Defence of Sydney Tour.

After rounding up some slightly lost members (your secret is safe for now) we were given our orders by the Sergeant Major, sorry Head Volunteer Guide, before heading down the first underground tunnel. He may have been a bit upset as I was trying to re arrange all our members into the early groups and he was trying to keep them spread out.

"Established in 1936, North Fort is a remnant military complex at North Head Sanctuary in Manly. Strategically placed at the northern entrance to Sydney Harbour, the fort was part of a defence system that spanned 300km of coastline during World War 1 (between Port Stephens & Wollongong)

The heritage gun emplacements, once capable of firing 26.4km are connected to a 200-metre-long military tunnel complex and the underground bunker once shrouded in secrecy; The Plotting Room. Target coordinates were relayed to members of The Australian Women's Army Service who operated the plotting board.

Target course and speed was sent via telephone from observation posts to the Fortress Plotting room which relayed coordinates to North Forts Guns. "

Inactive for over seven decades the Plotting Room was restored by volunteers and re-opened in 2019. "

After the tour, which was well presented by our volunteer ex Vietnam Vet Guide we were able to explore one of the cemeteries that was the final resting place for casualties from pandemics in the early days of colonisation.

On our way back to the Visitors Centre we passed the "Big Brother" set building, 'yes' I know it may have been important to some however our group seemed surprisingly un-impressed.

Lunch was booked for the Boiler Room Restaurant down at the Quarantine Station Warf area, they have a 'walk up' section adjacent to the main building which caters for casual dining. A nice range of Pub Bistro style dishes was available at a reasonable price.

An added bonus is that if you are also a boatie like me, you can anchor off the beach and head over for a bite, very popular on a sunny arvo with stunning Harbour and City views.

After catching up with everyone over lunch, many of us strolled over to the Quarantine Station Information Centre at the Wharf, where a very well presented and informative visual display takes you on a journey through the early years of Sydney's attempts to deal with the ever present surges of plagues that arrived on the ships of the day.

The Quarantine Station operated from 1832 to 1984 and was established by Governor Darling as a response to the Cholera outbreak in Europe from 1829 – 1851, and is now a heritage listed site with hotel - The Q-Station.

Some TSOA members made the most of the opportunity and spent a night overlooking the Harbour. One of them, Roger Gates, was celebrating a birthday. Congrats Roger.

After a very informative and enjoyable day out on one of the most scenic and historic parts of Sydney Harbour we headed back to the car park, some by foot, some by Shuttle Bus and headed home in our trusty Triumphs. (Mine unfortunately was still up on jack stands with a clutch issue, thankfully now resolved)

Attendees: Nev & Lyn Bowden, Peter & Robyn Wards, Keith & Carol Reynolds, John Whittaker & Jenny, Lorraine Mooring, Ian Barker, Jeff & Judy Breen, Roger & Shirley Gates, Alan & Renate Wright, Eric & Leanne Hanich, Kev & Bev McClarence, Graham & Helen Harrold, Peter & Marlene Grant, Alan & Amanda Cameron, James Rose & Jack.

Geoff Batty

*"Never seen anyone jogging and smiling,
so that's all I need to know about that."*

Coming Up Trumps

TSOA activities coming up for you in May and June

MAY

- **05 - Wednesday – TR Register C&C –
John McCormack 0413 312 134**
- **08 - Saturday – CSCA Rd 3 SMP South Circuit
(evening event) Glen Coutinho – 0418 640 188**
- **09 - Sunday - Hunter Group Social Wetlands B'fast/Lunch
Brian Mclean - 0431 678 830**
- **16 - Sunday – TSOA Social Run*- National Day of Motoring
Berry Showground, Geoff Batty – 0428 242 597**
- **20 - Thursday – Hunter Group C&C – Maddz on York,
Teralba, Ian Lovi – 0428 396 849**
- **22 – Saturday -Lucas Fuel Injection Workshop
Geoff Byrne 0418 409 170**
- **22/23 Weekend Ecurie Triumph Winton Classics
(away) Geoff Byrne – 0418 649 170**
- **26 – Wednesday- TSOA – C&C – Vanilla Cream Annangrove
Keith Higgins – 0409 656 577**

June

- **02 – Wednesday – TR Register – C&C
John McCormack – 0413 312 134**
- **12/13 – Weekend Ecurie Triumph SMSP (home)
Geoff Byrne – 0418 649 170**
- **16 – Wednesday – Hunter Group C&C –
Café @ Mortels, Ian Lovi – 0428 396 849**
- **20 – Sunday - TSOA Social Run* – Warragamba Dam
Geoff Batty – 0428 242 597**
- **20 – Sunday – Hunter Group – MGCCHR Euro
Motorfest, David Walshe – 0409 885 342**
- **30 – Wednesday – TSOA C&C – Carss Park Café &
Grill, Keith Higgins 0409 656 577**

*Sunday 16 May – TSOA Social Run

• NATIONAL MOTORING HERITAGE DAY – Berry Showground

Shoalhaven Historic Vehicle Club will again host the National Motoring Heritage Day. The theme will be “Aussie Assembled Vehicles” although all Vintage, Historic and Classic vehicles are invited. This will be a Covid Safe event with all restrictions followed.



MEET: Midas Muffler/Caltex, 1344 Prices Hwy,
Heathcote 2233

TIME: 7.00am for 7.30 departure

we need to be in Berry Showground by
9.00am – 35 Alexander Street Berry 2535.)

LUNCH: 12.00 noon

VENUE: The Great Southern Hotel, 95 Queen St, Berry.

REGISTRATION IS ESSENTIAL: Must be received by 8th May

GEOFF BATTY 0428 242 597 or geoffrbatty@gmail.com

*Sunday 20 June – TSOA Social Run

• Warragamba Dam

View Sydney's massive reserve of drinking water and spend rewarding time at the Visitors Centre learning the history of Australia's largest domestic water storage dam, and something about the Engineering and Workforce that built it.



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

TIME: 9.30 am for 10:00(ish) departure

VENUE: Warragamba Recreational Reserve, Farnsworth Ave,
Warragamba

LUNCH: Bring a Picnic Basket or something to cook on the free
Council electric BBQ's

REGISTRATION IS ESSENTIAL: Must be received 14th June

GEOFF BATTY 0428 242 597 or geoffrbatty@gmail.com

Warragamba Dam - WaterNSW

<https://www.waternsw.com.au/supply/visit/warragamba-dam#>

IN THE INTEREST OF PUBLIC SAFETY



A few weeks back some people decided on a long trip into the wild untamed wilderness. After some hours of driving through treacherous roads with no supermarkets, shops or other signs of civilisation they came across Grey Gums Café. Figuring that this might be a good place to procure enough precautionary provisions that would last them for the return journey they pulled in and parked their car in an unmarked parking zone. On alighting from their vehicle, they were confronted by imminent danger behind a rough looking fence there was an unrestrained untamed wild animal (emu) just running loose and doing whatever it pleased. It even approached the intrepid travellers. They were quick to report this situation to the wildlife people who were then obliged to send their bravest and most experienced officer to the scene.

For those who travelled up there on Drive Your Triumph Day you will be pleased to know that next time you can do so in complete safety. Look carefully at the photo , you can see the animal sneaking up behind the cars. The animal has now been removed and is now probably living the dream in the complete luxury of a zoo or compound somewhere. Lucky for him because there was always the possibility that he may have become disoriented and lost if he wandered off into the hills behind .

Now I think we can all do our bit to help. Keep a lookout for such fences as there could easily be more wild animals such as kangaroos, wombats and even lizards lurking around behind them.

I had also noticed in that photo that irresponsible people were driving on this road with reckless abandon of their own safety. They were driving without proper roofs on their cars and don't realise that the grey drop bears live in trees and they can easily drop from overhanging branches right into their cars.

Keith Higgins



North Fort

Quarantine Station

THE QUARANTINE STATION



Allan Wright +
Renate Polglaze



Robin
Wards



(attention
seeker)

Keith + Carol Reynolds

Roger Gates
birthday boy!





Jeff Breen TR6



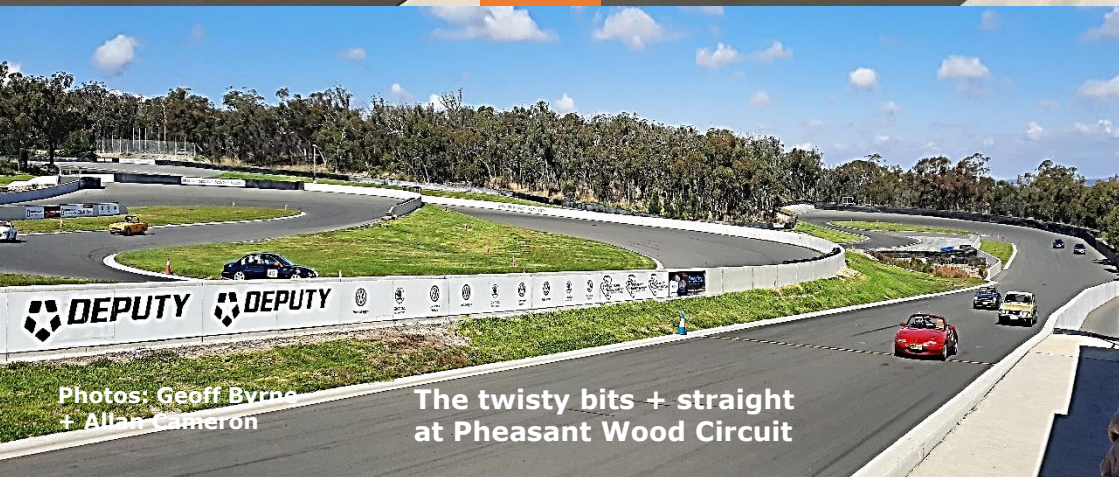
**Ken Davis
Renmax BN1**



Ian Mash MX5

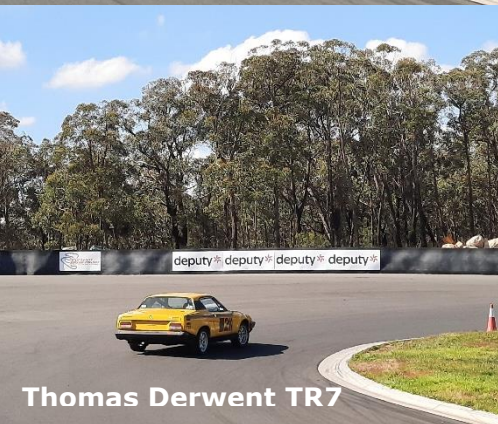


Lindsay Day Mk2 PI





The UNIMOG ran wide with Geoff Byrne diving in under at corner #1



Thomas Derwent TR7



TSOA's own pit area



Team Triumph

Photos: Geoff Byrne + Allan Cameron



Ken Davis Rennmax BN1

TECHNICAL TIP

THE HEAT IS ON - Part 2

The starting point of having a go at this can be with fuel consumption. The amount of fuel consumed is equal to the heat generated by the engine.

It does this by thermal conduction from the hot metal engine parts into the coolant and then from the coolant to the air. For this to operate correctly there needs to be enough coolant, correct flow rate of coolant to the radiator, the correct surface area and the right amount of air flowing across the surface of the radiator to absorb the heat generated by the engine.

To do this we need to consider several properties. The heat generated by the engine into the cooling system, Cp of the coolant (see part 1) , thermal conductivity of the coolant, the amount of coolant and the thermal properties of air. Now the rest is frustrating because we don't have the surface area of the radiator, but we can make some rough calculations on the air flow or maybe a part 3(?).

It is also worth considering that with high octane fuels associated with high performance is that as octane increases the specific gravity and energy content of the fuel per unit of weight decreases. The result is that to make a given amount of power more high octane fuel must be burned. Lighter and thinner fuel also has a lower specific heat value.

Understanding what is happening requires some understanding of thermal dynamics but of course nothing complicated and our equations are simplified and in small steps to start with.

We should start with the well known and simple equation.

$$E = P \times t \text{ (energy = power } \times \text{ time in seconds)}$$

We then need to find heat energy $Q = Cp \times m \times (T_2 - T_1)$ or ΔT (thank you, Mr Einstein $E = m \times c \times v^2$ remember ?) What he should have said instead of v^2 was change.

Now if you want to add some real fun to your next dinner party, I have prepared an example you can do in the kitchen to explain how these equations work (save the combustion equation for another time the party might get too wild doing them all at the one time).

Look at the base of your electric kettle and identify the wattage. Empty it first. Mine is rated at 1850 watts, so I am going to fill it with 1 litre of water. Switch on and time how long it takes to boil.

To calculate the time, we first work out the energy $Q = Cp \times m \times \Delta T$

So, $Q = 4180 \times 0.919 \times 85$ Tap water 15°C and boiling is 100 ° C.

Water at that temperature has Cp of 4180 and mass of 0. 919Kg

So, we have 326,520 joules Now transpose $E = P \times t$ and t will be 177 seconds to boil. Now there may be a few seconds here and there because of heat loss on the kettle body just like the engine block my jug can out at 195 seconds.

EASY TO SEE THAT THE MORE WATER THE LONGER IT TAKES TO REACH A TEMPERATURE

Now we can get onto the Stag engine but first we must find the power the engine is generating heat into the coolant.

For example, a Stag travelling at 100kph (on the motorway) uses 10 litres per 100 klm.(this fuel consumption seems close enough as John Stokes quoted around this from his experience and Chris Spain from Stagweber quoted me better figures when a Weber carburettor is fitted).

Each litre of fuel contains 34Mj of energy (See notes at the end or next article) so it is 340 Mj in one hour. Heat transfer is measured in watts and 1 joule is equal to one watt per second, so for each second, we are generating about 95 Kj's which means the engine needs to have a system that can transfer around 95KW/sec to the surrounding air through the radiator every second.

Fortunately, not all of this heat needs to be cooled by the radiator About 40% is spent out of the exhaust and this is a very good reason to work on a good exhaust system. The rest is taken up by the mechanics and about 30% need cooling. So we need the cooling system to handle about 35KW per second and keep the coolant temp down to 80°C.

The Stag cooling system contains 10 litres of coolant which has at 30% concentration a Cp of 3850 (see article The Heat is On Part 1 previous TRead last year).

So, if we use the equation above, then the cooling system to heat to 80°C would contain 2310000 joules or 2.3 Mj of energy and each litre of coolant would contain 23Kj energy.

For the coolant to boil from say 20°C it would take 34.65 Mj of energy and each litre of coolant would contain 345Kj of energy

Without the aid of anything to transport the heat the engine would boil in about 10 seconds.

So, we need to know how many litres or how much energy the water pump can remove from the engine.

The following chart was supplied by SOC and while we don't have the methodology for determining it we will use **for this exercise**.

	6 vane 3 core	12 vane	12van 4 core
RPM	Litres/min	Litres/min	Litres/min
2000	47	57	66
2500	55	68	78
3000	64	86	92
3500	77	96	107
4000	89	107	122

From this we can see that with a standard pump radiator and an rpm of 3000 it can remove just over 1ltr per second or 24.8 Kj per second and in 10 seconds it would not reach the energy level of 3.45 Mj. required to bring it to boil.

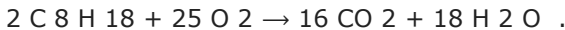
This perhaps is a bit close to working margins and now the rate of cooling depends on the fan / radiator setup.

With a 12 vane pump at 300 rpm it can remove 1.43 ltrs and with the higher flow rate of a 4 core radiator 1.78 ltrs. More than enough to keep it cool within limits.

The next article should be on the efficiency of the heat exchange from radiator to air and that is a new set of calculations made difficult by the lack of data on the radiator and the performance of the fan but in time this information may come to hand, so for now we will just have to wait. Now before I have a cup of tea a Bex and a good lie down, there are just a few more things to note.

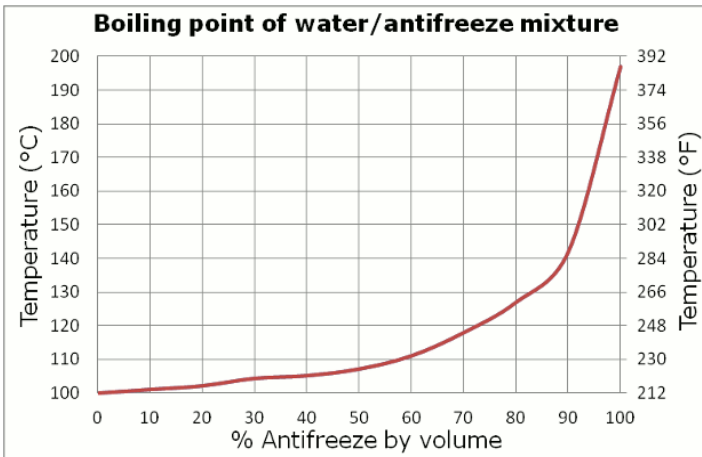
Notes

IF you are doing your own calculations the conversion factors used in the Gallon to Litre / Gallon to Litre calculator are: **3.785411784 litres to 1 US gallon 4.54609 litres to 1 UK/Australian gallon.** Also, the combustion of octane, a representative species, performs the chemical reaction:



Petrol contains about 43.5.7 Mj/kg ; 13.0 kWh/kg; quoting the lower heating value petrol blends differ, and therefore actual energy content varies according to the season and production by up to 1.75% more or less than the average. The temperature of the fuel affects the specific gravity . Lighter and "thinner" fuel also has a lower specific heat so the practice of running an engine "rich" to use excess fuel to aid in cooling requires richer

and richer mixtures as octane increases.



The other is that as octane, the specific gravity and energy content of the fuel per unit of weight are reduced. The net result is that to make a given amount of power, more high-octane fuel must be burned in the engine.

Keith Higgins

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.

THEY DON'T MAKE TRIUMPHS ANYMORE

Chapter 2

After having a good hard look at the situation, the following issues have been identified as central to the problems facing BL;

1. Extremely poor industrial relations,
2. Incapable management,
3. Extremely poor marketing,
4. Poor quality control,
5. Bureaucracy,
6. Over manning,
7. Out of date work practices,
8. Machinery and tooling that needed replacing a decade ago,
9. Generally poor models not fitting the marketplace,
10. Over engineered models (BMC),
11. Disjointed supply chain,
12. Overvalued pound,
13. In later years, an intransigent government.

Let's look at each problem. BL employed factory workers on a piece work basis rather than an hourly wage. This caused massive problems, in particular demarcation disputes. If a worker stepped one inch outside their defined task, a strike generally followed. Demarcation meant more workers were needed to produce a product than what would normally be so. Over manning became the norm. It took years for BL to complete a reconstruction in the way workers were paid. By then it was all too late.

Some factories experienced worse problems than others. The Longbridge factory where former BMC cars were produced, rarely had a day where some section of the workforce wasn't on strike. The Triumph factory at Speke was just as bad. At the other end of the scale, the MG factory at Abingdon, experienced good industrial relations. Solihull wasn't too far behind and Canley was about middle of the road.

An example of the problems at Longbridge was a visit to the factory by Eric Varley, the Secretary of State for Industry on the 11th February, 1977. The government had a policy of restricting pay increases in an effort to curb

inflation which was rampant due to the OPEC oil crisis. Varley wanted to tell workers they had to go back to work and increase production. This was a red flag to Derek Robinson, the union convenor, who ordered an immediate strike by 4,000 workers.

No sooner had these workers returned to work on the 20th February, then the toolmakers went out affecting 25,000 other workers. When the toolmakers went back, the paint shop workers went on strike as if there was a concerted and planned effort to cause continual disruption.

In fairness to Varley, he did try to get unions and management to consult with each other but there was no good will on either side and so there was little success. The exceptions were at Abingdon and Solihull. Both these sites were earmarked early on for closure. No one knew when the axe would fall, but it was open knowledge that it would. It is a credit to the managers and union officials at these sites that they were able to work things out and keep the doors open for as long as they did. Why Solihull was selected is a mystery as it was a modern plant.

Not once did any model achieve sales targets. In the case of Triumph, the American market dictated what the rest of the world would get. US cars were inflicted with emission controls with California, Triumph's biggest market, setting more restrictive measures than other states. These controls decimated performance and whilst the whole market was affected, it hit BL cars the hardest. This was because they just didn't react and develop engines in time to meet the restrictions. The Japanese, particularly Datsun and Mazda, were much more adept and developed engines that met requirements. It was not until the TR8 arrived that Triumph could compete on equal or better terms.

The effect of concentrating on the US market meant that all of Triumph's eggs were in the one basket. Sales were greatly affected by movements in currency and the US economy. Management failed dismally in addressing these issues.

Little was done to promote the company in Europe except in Holland and the Flemish countries where Triumph once supplied Complete Knock Down (CKD) cars for local assembly. Germany, France and the rest of Europe were united in the Common Market where Britain was now a member, which offered a market the size of the US, yet it was largely ignored. Further, it offered sales in Euros which allowed for currency diversification, thus a spread on FOREX risk. More on that later.

Quality control was a standout issue for Triumph and BL. We have already seen what happened with Stag head gaskets. The problem was endemic. The Speke workers couldn't give a damn and when it came to closing the factory, they accepted the decision without even a whimper. They would much rather be on the dole and spend the day at the pub. When production was moved to Canley, quality increased considerably but it still was not good enough.

The lessons learnt by the Japanese were ignored. Enter J Edwards Demming and *Kaizen*. Demming was an engineering statistician who developed sampling techniques. At a conference in Tokyo in 1951, he spoke to Japanese managers about how his techniques could be used to improve product quality. By doing so, he insisted that it would mean a reduction in costs and increase profitability. He was later approached by the Toyoda family to look at their car manufacturing operations at Toyota.

Together with Toyota, Demming further improved his concept to be labelled Total Quality Management (TQM) and the process became known as Kaizen. The rest is history. Toyota's reputation for quality is second to none. Other Japanese manufacturers quickly followed. When Honda and Triumph came together to produce CKD Ballades under the Triumph brand, the British workers were astounded to find that all the bits fitted together! The secret to Kaizen was to hand ownership of tasks over to the workers. This produced a two way dialogue with management where quality was monitored and changes affected where necessary to address issues. Management fully supported the workers where the relationship became a partnership.

The production process right throughout BL was fractured. Car bodies were made in separate factories such as Pressed Steel. In Triumph's case, they were produced and painted mainly at Speke then transported by road to Canley for assembly. TR6 bodies were built by Karman of Germany. This meant bodies were flexed in transit and why often, things didn't fit. Paint inevitably got scratched and the repair done poorly. It was not uncommon for extensive damage to be done, particularly by forklifts. Transmissions were sourced from Cardiff in Wales, engines from other sites such as Solihull if not made at Canley. Product planners were constantly encountering strikes which meant taking drastic measures to get components to the factory line in time. At one point, transmissions were being delivered by helicopter from Cardiff to Canley. Think of the cost in doing that!

Hydrostatic suspensions and the east/west front wheel drive engines were an engineering masterpiece. However, the cost of producing these products

was excessively high and the skill sets required by workers was also a major issue. To make matters worse, they were fitted to small cars at the lower end of the market where buyers were highly motivated by price. Through all the years that Minis, 1100's, 1500's and 1800's were in production, it is doubtful if any ever made a profit.

Triumph's approach with the 1300, was a much sounder way to build these cars. Whilst more expensive than the traditional layout of rear wheel drive, Triumph pitched their offering to the upper end of the market with luxurious inclusions and the beautiful Michelotti design, thus achieving a price premium. But again, marketing let this car down. We never saw it in Australia or in most other countries including Europe. It was mainly sold in the home market where sales never reached the numbers to make the car profitable. Eventually it was replaced by the Toledo, a conventional rear wheel drive car which achieved much higher sales.

The bureaucracy was typified by the management layers at Birmingham and Piccadilly where everything the factory did was duplicated. These 4,000 workers were an impost and with the average wage in Britain being £6,000 in 1980, cutting these positions would save £24 million a year. In addition, the cost of supporting these workers with office rent and other overheads would produce further savings in the millions.

Finally, when the Thatcher government came to power, they intentionally manipulated the pound to increase in value, particularly against the US dollar. The reason was to curb inflation. A higher pound meant that imports would be cheaper thus putting downward pressure on prices. This was the result of finding oil in the North Sea. It meant that cars with a cost basis in pounds were much more expensive to buy in US dollar terms. In 1980, it took 1.94 US Dollars to buy one pound.

As pointed out in the previous chapter, management failed dismally in managing this risk which meant every MGB sold in America was losing £900. The TR7 fared not much better with a loss of USD \$500 being estimated on each car and was the eventual cause for the cessation of producing both cars.

Michael O'Brien

*I rang my Grandfather to warn him that I'd heard there was a car driving the wrong way up the motorway. He yelled ...
" it's not just one, there's hundreds of 'em!"*

**MINUTES OF THE 687th GENERAL MEETING OF
THE TRIUMPH SPORTS OWNERS ASSOCIATION
(Ecurie Triumph) NSW**

Held on Tuesday 13th April 2021 at the Carlingford Bowling, Sports and Recreation Club, Carlingford.

Chair: *President – Lorraine Mooring
Whittaker*

Minutes: *Secretary – John*

Meeting commenced at 7:37 pm.

Welcome: Renewing member Andrew Skinner, from early '80's; Stag and building a portfolio of other Triumphs.

Apologies: John Stokes; Laurie Bromley; Tony and Lyndon Moss; Jennie Campbell; Graham and Helen Harrold.

Minutes of the March General Meeting: Acceptance proposed Allan Wright, seconded Nev Bowden, accepted by the meeting.

President: Lorraine Mooring

- Ernie Schmatt now out of hospital. Card sent on behalf of the club. Probably selling his TR5.
Happy for members to call for a chat (short chat).
- Enjoyed the great run to the North Fort and Quarantine Station on Sunday. Many thanks to Geoff Batty for choosing this destination.
- (Report from John Stokes) – 1. Spencer Martin will be our guest speaker at the May General Meeting. Will have copies of his life story book for sale at a discount on the night - \$60 signed copy. (Note please bring cash) Spencer started racing with a Triumph Herald based car. - 2. The All British Day at The Kings School now on the 17 October. Will run a concours preparation workshop in August. 3. National Meeting in SA now full and with a waiting list. Jeff Breen is planning a tour to SA via Broken Hill, let him know if interested in joining the tour.

Secretary: John Whittaker

- Apologies for using an apostrophe for plural of mosquito at the end of 'Secretary's Ramblings'. Must be darned predictive text again...Noted the man who invented predictive text has died....
- The By-Laws file has been ratified by the committee and is presented for perusal by request.
- All British 'Best Club Display' trophy returned to Craig Sankey. Thanks to great work by Geoff Byrne setting the TR6 display and everyone else who polished and preened their cars for the day (2019). Over to Bob Slender for this year and the 60th birthday of the TR4.
- Please feel free to use the notice board inside the entrance door at meetings for anything you may wish to advertise or request. Blu-Tack is always there.

Treasurer: Laurie Bromley (absent; report tabled)

- Club account \$27,091.95. Term deposit \$20,000.
Nationals acct. \$23,000 (tbc)
- Total funds \$70,091.95 (tbc)

Ecurie Triumph Captain: Geoff Byrne

- Reported on recent Ecurie Triumph events.
- Highlighted mechanical problems with his race TR6 and tabled a cheap Lucas knock off alternator fan – soft steel that flexed at high rpm and cut the fan belt.
- Noted the passing of an ex-member from a few years ago - David Worrell from complications related to dementia. Both he and his wife Kay were stalwart competitors and supporters of club activities. David ran a Spitfire fitted with a rotary engine. (Mark Larmour knows David's son who is thinking of restoring the Spitfire)
- Also noted the passing of Kas Kastner last week. Kas was Mr. Triumph of America and was instrumental in establishing Triumph Racing in the USA. Video available 'California Air' is a must see.

Social Director: Geoff Batty

- Reported on the sunny but windy day at the North Fort. Noted that North Fort and The Quarantine Station are run by separate entities that have vastly different management policies. The information on the tour was enlightening as to the casual unpreparedness of our harbour defence supervision when the midget subs came into the harbour. The story is a lesson to all. Noted also the class distinctions in accommodation at the Quarantine Station which was typical of the era.
- New member Tim Evans brought his immaculate blue TR6 out. Looking to expand his collection with a Stag.
- Chatted with Peter Grant, member from a couple of years ago, restoring a 1949 Roadster.
- Highlighted events coming up as per the Coming Up Trumps page in TRead. Raised possibility of staying overnight Saturday 15th May at Berry for the National Day of Motoring display on Sunday 16th. Get in touch if interested.
- Mentioned some problems with getting the TR6 clutch to work with silicon brake fluid. Much discussion from the floor – 1. System must be peerlessly clean of all fluid and best to rebuild with all new seals. 2. Silicon fluid is very viscous and takes a very long time for bubbles to rise to the surface. 3. Do not shake the container, care with handling because of the time necessary to de-aerate.

Editor: Jeff Breen

- TRead magazine is going well.

- Have planned the itinerary for the trip to the National Meeting in SA. Will send to people who indicated interest in joining the jaunt to get there. Mentioned the number of members towing trailers might be a problem for parking at some places – working on it.

Point Score Officer: James Rose

- Plea for all to check the calendar for clubman points events and ensure the organiser has you on the list.

CMC/Membership/Concessional Registration Officer: Norbert Nieuwenhuizen

- Need more members to take up tickets for the Shannons Day at SMSF on 14th August. Specially featured in pit lane will be the TR4. (Noted not TR4A)
- CMC discussions with RMS are moving very slowly on the re-design of the HVS/CVS plates.
- RMS staff in many locations still seem unclear on rules for concessional registrations. If in doubt, please call (Norbert.)
- 3 new members this month, total of 275 members, 60 non renewals. Discussion from the floor (Bob Adby) cited that Jaguar considered reducing the fees but lots still left the club, know not why. Geoff Byrne noted many people own Triumphs but are not 'car club people'. Other clubs suffer the same decline in membership.

Coffee and Cake Coordinator: Keith Higgins

- Reminded everyone of the need to register if coming to C&C. Huge problems with tables/chairs and staff if venue not advised beforehand of group size.
- Next C&C's as per the schedule in TRead. Note Café Sasanqua normally opens at 11:00 but will accommodate us at 10:30. Don't be too early!

All British Day Coordinator: Craig Sankey

- Date has been set for Sunday 17th October. Noted this date clashes with other clubs' events. The day is a 'stand-alone' occasion for the car club displays. The Kings School Art Show and other activities will be held on separate weekends. There will be food vendors etc at the All-British Day
- Our annual concours will be held as part of that day.

GENERAL BUSINESS:

Keith Higgins – Presented the latest development on the LED instrument clusters. To be a one-off production run – talk to him if interested. Also presented an idea for a club jacket. Referred to Tony and Lyndon for the club regalia.

Bruce Meppem – (Q) Requested how to obtain a copy of the By-Laws. (A) By-Laws can be accessed on the website. Not possible to include them in TRead.

Geoff Byrne – Proposed running a workshop on the Triumph fuel injection system for TR6 owners. Suggested possibly 15th May at his place TBC. (Since resolved to be Sat 22nd May, contact details back of TRead)

Roger Gates – Commended the Editor on a fine April edition of TRead. Pleased that Spencer Martin will be the guest speaker at the May meeting and highly commended his new book. Mentioned that Shirley also found it a great read.

Lorraine Mooring – Produced 'puzzle sheets' for competition between tables. Winning table members - Gates, Carter and Cameron with a score of 13/15. Chocolate prize shared around. Mmm!

Auction – collectable 4 Triumph Mugs donated by Roger Gates – winner was John Stokes by phone bid of \$40.

Meeting closed at 9.28pm.

Next General Meeting to be at this location on

Tuesday 11th May at 7:30 pm.

Please advise the President if wishing to attend.

9652 0664 / 0410 468 663

Hunter Happenings

TSOA Hunter Area Meeting 6 April 2021

Present: David Hynes, Michael Debono, Chris Lancaster, Rick Schmalder Bryan Mclean, Graham Paterson, Terry Burns, Ian Lovi, Wayne Wheaton, Steve McGill, Michael O'Brien, Alan Watson, John Derrick

Apologies: Barry Prasil, Rowan Burns, David Walshe, Rob Guyder, Michael Markey, Chris Johnson, Doug Brodie, Damien Whittaker, Bruce Milner, Daniel Herringe

Events on the horizon:

General Meeting Club Macquarie 6.30pm Tuesday 4 May 2021 Please text your attendance to David Hynes on 0418761487 by 12pm the Monday beforehand.

General Business:

Alan Watson welcomed everyone to the meeting. Wayne Wheaton hopes to have his Spitfire on the road by Spring.....2021.

Rick Schmalzer had nothing Triumphant to report. He did tell us though that at 2am during the worst of the recent rain his basement was inundated, and he was emptying it with buckets.

Bryan Mclean changed his MX5s oil and the diff oil as well.

Steve McGill recently re-registered the Brumby and the TR6. He also told of the difficulty in finding the "compliance" plate, eventually finding it on the passenger side door pillar being a US delivered car. He also mentioned the strange routing of the bonnet release cable which he has replaced with a shorter cable from Sportscar Spares at Somersby but now Tamworth.

Graham Paterson had nothing Triumph to report but affirms he is a proud citizen of NSW with a driver's licence enabling him the privilege of driving across this wide brown land...

Michael Debono told of having attended the Wellington Swap Meet having been asked by a new acquaintance to look for a VH44. Following the swap meet he actually removed a VH44 power booster from the engine bay of his MGB and with the help of a brake Maestro, fashioned a new pipe between the master cylinder and the four way connection union. The pipe fitting was not double flared but required bubble or ball ends to be formed at the ends of the pipe. The brake Maestro performed this in exchange for the VH44 which he eagerly sought. The brake Maestro is called Norm and formerly managed several Better Brakes outlets and was Allan Grice's brake specialist at Bathurst. Norm is a personable and helpful fellow and an asset to local members with brake issues as he is still operating from his garage.

Michael O'Brien attended the RMS and was given a \$250 fuel voucher as well as the food and entertainment vouchers. Michael told us of his article, "They don't make Triumphs anymore" which will be appearing in the TRead of several issues commencing in April. It tells of the demise of British Leyland. The writer is looking forward to reading this and yes, it is in April's TRead commencing.

Terry Burns has moved and downsized but upsized in the garage department if you follow...Terry sought the views of the assembled brain trust with his Triumph doing bunny hops in first gear under considerable throttle. David Hynes in lightning speed suggested he check the oil and the grade of oil in the 4A's dashpots. Terry will carry this out. Meanwhile a Gold Star to David Hynes for having such incisive mechanical knowledge. Shame on all those who run dry dashpots. The writer has seen literature on the 'humble' SU carburetor and the needle shape, dashpot diameter and throat diameter are based on overwhelmingly complex physics beyond his ken.

Ian Lovi is attending a meeting on Sunday involving NSW Historic Motoring and the scheme. He reports having attended the Wellington Swap Meet as Sooty the Traction Engine's driver. He did participate in an observation run in an Austin Healey BN100. Ian was commended by everyone for his efforts in arranging Coffee n Cake runs in the Hunter.

John Derrick has converted to a NSW licence but somehow does not qualify for the goodies. He is more concerned with the closeness of the GT6 pedals. Members commented they can be bent slightly to assist.

Chris Lancaster attended the Wellington Swap Meet for several days assisting with other members of Charlestown Rotary, to help out their Wellington members who ran the swap meet. He enjoyed the event and helping however, he broke a windscreen while returning.

David Hynes attended the Kurri Kurri Nostalgia Festival and observed 20 Triumphs attending from Sydney, the majority being TR6s. The Festival was affected by COVID restrictions and the car display was cancelled at the last moment. Despite these restrictions it was still good.

Alan Watson took advantage of good weather and they took the TR6 to Yarramalong and the vineyards. Alan mentioned Ian's Coffee n Cake on the 21 April at Toronto. Also the Richmond Vale Railway this coming Saturday the 18th April. David Walshe found there was not enough support for a dedicated Triumph attendance to display and it has changed to simply a run. Euroday is penciled in for the 20 June 2021 at Foreshore Park. Similarly, the All British Day for Newcastle is the 31st July 2021 at this stage. There are other runs which should be seen in the TRead in Coming up Trumps.

Two peanuts walk into a bar, and one was a salted.

A dyslexic man walks into a bra.

A man walks into a bar with a slab of asphalt under his arm and says: "A beer please, and one for the road."

Two cannibals are eating a clown. One says to the other: "Does this taste funny to you?"

Do not blame the editor for the standard(?) off jokes that appear in *TRead*. All TSOA members are encouraged to submit content for the magazine, I am duty bound to respect those contributions even when they are a little um 'strange'. (You know who you are). *Ed.*

Triumph Sports Owner's Association (Ecurie Triumph) of Australia (NSW Branch) Inc

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

SYDNEY CONTACTS TSOA – PO Box 200 Gordon NSW 2072 Website: www.tsoansw.org.au	GENERAL MEETING 7.30PM 2 nd Tuesday of each month Carlingford Bowling Club Cnr Pennant Hills Rd & Evans Rd Carlingford	HUNTER GROUP 7.00PM 1 st Tuesday of each month Club Macquarie 458 Lake Road Argenton
Email Address: tsoansw@hotmail.com	Facebook Address: www.facebook.com/TSOANSW	Westpac Bank - TSOA BSB: 032-081 Account No: 910909

CLUB COMMITTEE

President	Lorraine Mooring	96520664	lorraine.mooring@gmail.com
Vice President	John Stokes	0433 826 880	john.stokes.car@gmail.com
Secretary	John Whittaker		tsoansw@hotmail.com
Treasurer	Laurie Bromley	0411 372 619	laurence.bromley@bigpond.com
Competition and Motorsport Director	Glen Coutinho + Ken Peters	0418 640 188 0417 676 199	glencoutinho@hawgood.com.au ken7@bigpond.com
Membership & Concessional Registration Officer	Norbert Nieuwenhuizen	0415 207 748	norbertvdn@gmail.com
Point Score Officer	James Rose	0448 523 521	jr948948@gmail.com
Social Coordinator	Geoff Batty	0428 242 597	geoffrbatty@gmail.com
TRead Editor	Jeff Breen	0419 203 295	Editor@tsoansw.org.au

CLUB DELEGATES

Motorsport Australia	Allan Cameron	0412 288 870	allangjcameron@gmail.com
CSCA – Combined Sports Car Association	TBA		
	Brett Gilles	0410 511 630	brettgil@iinet.net.au
CMC – Council of Motor Clubs	Norbert Nieuwenhuizen	0415 207 748	norbertvdn@gmail.com
All British - Association of British Car Clubs	Craig Sankey	0417 286 903	sankey.cj@gmail.com

Note: These club positions are all honorary and are carried out by private individuals in their spare time. Please contact them at sensible times only and accept that they may prefer to call you back at a time more convenient to them. All phone numbers and email addresses listed are private addresses.

OFFICE BEARERS

Ecurie Triumph Captain	Geoff Byrne	0418 409 170	gkbyrne@optushome.com.au
Publicity Officer	Neville Bowden	0419 004 283	nvbowden48@gmail.com
All Triumph Challenge Convener	Glen Coutinho Ken Peters	0418 640 188 0417 676 199	glencoutinho@hawgood.com.au ken7@bigpond.com
Triumph Saloon Racing Captain	TBC		
Webmaster	Eric Hanich	0413 613 826	webmaster@tsoansw.org.au
Vehicle Registrar	Lorraine Mooring	96520664	lorraine.mooring@gmail.com
Sydney Club Contact	Steve Ralston	0411 755 758	sjralston54@gmail.com
Hunter Group Contact	Alan Watson	0418 662 114	bluebell20@bigpond.com
Regalia	Lyndon & Tony Moss	0466265 751 0418 961 001	amossie62@gmail.com
Librarian	Ken Peters	0417 676 199	kenp7@bigpond.com
Coffee & Cake Coordinator	Keith Higgins	0409 656 577	keith@adodustralia.com
TRead Distribution Officer	Allan Wright	9451 0165	allan-renate@iinet.net.au

MARQUE REPRESENTATIVES

TR2/3/3A	Roger Gates	0418 112 541	Allan Wright	9451 0165
TR4/4A	Bob Slender	0407 284 548	Bruce North	4297 4917
TR5/6	Geoff Byrne	0418 409 170		
TR7	Grant Turnbull	4627 0500		
TR8	Peter Yeend	0433 559 216		
Spitfire	John Whittaker	0425 371 640	Craig Sankey	0417 286 903
GT6	Geoff Byrne	0418 409 170		
Stag	Lindsay Day	9939 2863	John Stokes	0433 826 880
Herald & Vitesse	Tim McGurk	0413 227 455		
Saloons	Mal McFarlane	9790 2332		
Dolomite	Howard Glinn	0409 600 078		

1. General Meetings are held at 7:30 pm on the 2nd Tuesday of the month at the Carlingford Bowling Club.
2. Coffee 'n' Cake is held from 10:30am on the last Wednesday of each month at varying locations.
3. Committee Meetings are held each monthly, usually the Monday following the general Meeting.

<p>MAGAZINE ADVERTISING – Contact Editor</p> <p>Classifieds: Two issues Up to 5 lines. Photo/s at editor’s discretion Free to members; non- members, \$10</p>	<p>Display ads: Yearly rates, 11 issues. Full page (130x180) \$450, Half page \$225 (130x90) Quarter page (65x90) \$125 / \$60 to members.</p>
<p><i>Advertisers receive 11 complimentary issues of the magazine except members 'quarter page advertisers who receive the magazine as part of their membership only.</i></p>	
<p>CLUBMAN POINTS FOR MAGAZINE ARTICLES</p> <p>Clubman points are awarded each month for articles published in TRead as follows: 10 points for all original articles of substance. 5 points for all other articles. 5 points for photos or as judged by editor.</p> <p>Deadline for articles/photos is the 25th of each month (unless otherwise highlighted elsewhere).</p>	

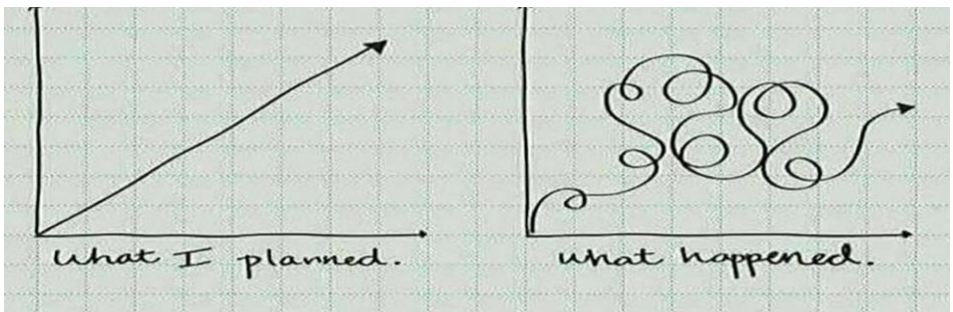
Where no email address is listed feel free to use tsoansw@hotmail.com and your correspondence will be forwarded to the addressee by the secretary.

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Life



TSOA NSW EVENTS CALENDAR

(as at 25 April 2021)



Notes:

Attendance must be pre-booked with the organiser.

Hunter Group Events - check in via Alan Watson.

Events on this calendar are registered club trips - logbook entries are not required.

Details are listed in 'Coming Up Trumps'

'Other Events' are listed elsewhere - these must be log-booked for HVS and CVS vehicles attending.

Events marked () are Clubman Points events.*

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

MAY

Tues 04	Hunter General Meeting – Alan Watson – 0418 662 114
Wed 05	TR Register Coffee and Cake – John McCormack – 0413 312 134
Sat 08	CSCA Super Sprint*- Round 3 SMSP South Circuit Night Event – Glen Coutinho 0418 640 188
Sun 09	Hunter Group Social Run* - Wetlands Breakfast/Brunch – Brian Mclean – 0431 662 114
Tues 11	Sydney General Meeting* – Lorraine Mooring – 9652 0664 / 0410 468 663
Sun 16	National Day of Motoring* - Berry – Geoff Batty – 0428 242 597
Mon 17	Committee meeting – LM – (TBC)
Thur 20	Hunter Group Coffee and Cake – Maddz on York, Teralba Ian Lovi – 0428 396 849
Sat 22	Lucas Fuel Injection workshop* - Geoff Byrne – 0418 409 170
Wed 26	Coffee and Cake – Keith Higgins – 0409 656 577

JUNE

Tues 01	Hunter general Meeting* - Alan Watson – 0418 662 114
Wed 02	TR Register Coffee and Cake – John McCormack – 0413 312 134
Tues 08	General Meeting* – Lorraine Mooring – 9652 0664 / 0410 468 663
Sat 12/13	Ecurie Triumph* SMSP – Geoff Byrne – 0418 409 170
Mon 14	Committee meeting – LM – (TBC)
Wed 16	Hunter Group Coffee and Cake – Café @ Mortels – Ian Lovi – 0428 396 849
Sun 20	Social Run* - Warragamba Dam Visit – Geoff Batty – 0428 242 597
Sun 20	Hunter Group Social* - MGCCHR - 'Euro Motorfest' – David Walshe – 0409 885 342
Wed 30	Coffee and Cake – Keith Higgins – 0409 656 577

JULY

Tues 06	Hunter General Meeting* - Alan Watson – 0418 662 114
Wed 07	TR Register Coffee and Cake – John McCormack – 0413 312 134
Sun 11	Social Run* Donald Healey's Birthday (TBC) – Geoff Batty – 0428 242 597
Tues 13	Sydney General Meeting* – Lorraine Mooring – 9652 0664 / 0410 468 663
Sat 17	CSCA Super Sprint*- Round 4 – pheasant Wood Marulan – Glen Coutinho – 0418 640 188
Sun 18	Xmas in July* - Carrington Hotel Katoomba – Geoff Batty – 0428 242 597
Mon 19	Committee meeting – LM – (TBC)
Wed 21	Hunter Group Coffee and Cake – Medowie Macadamias – Ian Lovi – 0428 396 849
Wed 28	Coffee and Cake – Keith Higgins – 0409 656 577
Sat 31	All British Day Newcastle* - David Walshe – 0409 885 342

AUGUST

Sun 01	Social Run* Pinkstone Navigation Run – John Whittaker – 0425 371 640
Tues 03	Hunter general Meeting* - Alan Watson – 0418 662 114
Wed 04	TR Register Coffee and Cake – John McCormack – 0413 312 134
Tues 10	Sydney General Meeting* – Lorraine Mooring – 9652 0664 / 0410 468 663
Sat 14	CSCA Super Sprint*- Round 5 – SMSP GP Circuit – Glen Coutinho – 0418 640 188
Sun 15	Shannons Day* SMSP – Norbert Nieuwenhuizen – 0415 207 748
Mon 16	Committee meeting – LM – (TBC)
Wed 25	Coffee and Cake – Keith Higgins – 0409 656 577
Sat 28/29	Ecurie Triumph* Wakefield Park – Geoff Byrne – 0418 409 170

SEPTEMBER

Wed 01	TR Register Coffee and Cake – John McCormack – 0413 312 134
Tues 07	Hunter General Meeting* - Alan Watson – 0418 662 114
Wed 08	TR Register Coffee and Cake – John McCormack – 0413 312 134
Tues 14	Sydney General Meeting* – Lorraine Mooring – 9652 0664 / 0410 468 663
Sat 18/Sun 19	CSCA Super Sprint* Round 6 TSOA / ATR –New Regularity format to suit everyone - Wakefield Park – Social Event Sat night - Glen Coutinho - 0418 640 188
Mon 20	Committee meeting – LM – (TBC) Geoff Batty – 0428 242 597

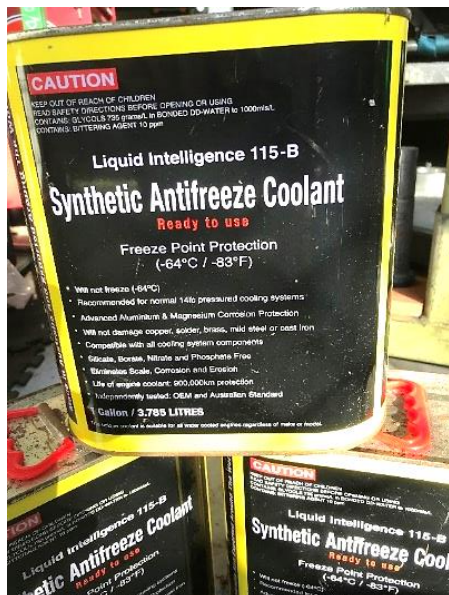
CLASSIFIEDS

WANTED

- 2 only steel rims to suite TR6
- Contact Paul 0412 233 846 or huts2u@gmail.com

FOR SALE:

- **The new LED bulbs** to fit the warning light cluster are finished and should be available for the next meeting . Do it once replace them and then drive with peace of mind. There are 8 bulbs per set, and I could only make 100 sets so first in best dressed. If there are any leftover after TSOA NSW then they will be offered to other clubs .
- **PRICE: \$40.00 per set,**
- **CONTACT: Keith Higgins -**
info@aodaustralia.com



- **LIQUID INTELLIGENCE**

Waterless coolant, three cans all unopened / unused, each can 1gallon or 3.8 litres.

- **\$250 for all three.**
- **CONTACT: Geoff Byrne**

0418 409 170

- **WIRE SPOKED WHEELS suit GT6 (or other)**



- 4 x chrome wire wheels 13x51/2inch
- 1 x painted wire wheel – 13x41/2inch.
- 4 x hubs + spinners
- **PRICE: \$850 the lot**
- **CONTACT: Graeme Corbett – H: 02 62994920 or M: 0437 679 497 email: gcorbett@bigpond.com**

- **TRIUMPH TR close ration gearbox**



- I built this gearbox in 2012 for Wes Dayton as a spare gearbox for his race car, however it has never been used. It has a Rimmers close ratio gear set with a 1x23 input spline so you would need a matching clutch plate. The box was completely rebuilt with new bearings and seals. It will **fit any TR 2-6**, and a sedan with an extension housing changeover (which can be arranged). It would also fit a **GT6** as an upgrade. Being sold on behalf of Wes Dayton. **PRICE: \$2500**
CONTACT: Geoff Byrne 0418 409 170



**200 metre long communication
tunnel deep beneath gun
emplacements at North Fort**
Photo: Jeff Breen