



TRead

July 2021

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



With the current COVID-19 regulations and the 'stay at home' orders in force, the compilation of this edition of *TRead* magazine has been complicated. Members are advised that all event dates are subject to change, you are advised to check dates frequently on the TSOA website Event Calendar for updated information. It is a formal requirement of members, and it is especially important in these times, that members must register online to attend any club event. To register online from this electronic magazine simply left click on the following - [Register TSOA event](#)



Editor's Note: Due to the 'stay at home' orders currently affecting us all, the printed version of this *July TRead* will be withheld from printing and postal distribution. A decision to print and mail out the magazine will be delayed until after the NSW government's next announcement concerning COVID-19 regulations, this is anticipated on 09 July. Jeff Breen(Ed).

President's Report

July 2021



Greetings everyone

Just when we thought things were returning to normal it was back into partial restrictions which meant the cancellation of one of our favourite outings, the monthly Coffee & Cake.

At least we managed to squeeze in the **Warragamba Dam Run**. The Information Centre has an amazing video and display and **Geoff Byrne** was able to provide additional background on the construction from personal experience. Although the planned picnic lunch was enjoyed by some, several of us decided the **Wallacia Pub** was a warmer option. Luckily the rain held off until the drive home.

Christmas in July at The Carrington is coming up this month –this is always a great day and if you haven't registered yet, please let **Geoff Batty** know as we need to confirm numbers.

The other event we need to confirm is the **ALL TRIUMPH CHALLENGE**. For those who want a weekend away, **Geoff Batty** is planning a run down to Goulburn on the Saturday 18th September and **Glen Coutinho** will organize a venue for dinner on Saturday night. The **All Triumph Challenge** will be held on the Sunday 19th at Wakefield Park.

At the track on Sunday we will have a **VIP** area for members to enjoy morning tea and lunch in comfort where you can watch the race. Once again, **we need numbers** to facilitate catering so please register or speak to a Committee Member if you want more details. This is always a fun weekend and a chance to cheer on your fellow members.

As a committee, we try to add some interest to each meeting and would like to hear suggestions from members on what you would like to hear or discuss. It is your club, and we want it to continue to be an enjoyable experience for everyone. Feel free to come and have a chat with myself or any committee member about your ideas.

While border lockdowns are occurring at short notice, the **SA National Meeting** Committee are still hoping all will be settled in time to run their event. Although they are fully booked and have a waiting list, some participants have already pulled out and others may still do so. If you were planning to register but missed out, they are suggesting that you add your name to the waiting list in the event of future withdrawals. Let me know if you are interested.

The Winter Solstice has passed – days are getting longer and warmer(?) – take care and enjoy your drives.

Lorraine Mooring

Secretary's Ramblings

John Whittaker

Interesting information and snippets of gossip across my desk/computer screen thingamee this month:

1. A note from photographer Jim Pope to check out his video interview with Phil Larmour. Phil is a long standing and stalwart member of the club with a big racing history! Go to www.yellowduckmotorsport.com (interviews/Triumph Race Cars).

2. Nagy Khouri is intent on restoring his TR4 ready for the All-British Day at The Kings School in October. Come on everyone – put yours to the test, polish the beast and support this focus event on our calendar. This is the year of the mighty TR4.

3. Had lunch with John O'Neill in Perth a couple of weeks ago, he sends a big hello to everyone. He does three dialysis days a week but still manages to get his immaculate Mk3 Spitfire out to events.

NOW – THE BIG HURRY UP REQUEST!

Please make a commitment to come to Goulburn on the weekend 18/19 of September.

This weekend is the other 'biggest' event on our calendar:

- Saturday CSCA Super Sprint
- Social Run destinations (on both days)
- Dinner Saturday night in Goulburn (big Rah Rah event)
- All Triumph Challenge Sunday
- Parade laps and catering Sunday lunch.

Choose any, or all, of the offerings but please choose something! Check details from our Competition Director Glen Coutinho and Social Director Geoff Batty. Both need confirmation of numbers for booking track and catering so don't delay, commit today.

Glen : 0418 640 188; Geoff : 0428 242 597 or John : 0425 371 640

Footnote: Jennie reviewed this. She is excited.

Go the swing axles.....
John Whittaker

Notice Board

New Members

We have 6 new members to welcome to the Club this month:

- **Clive Brunette** with a **TR3A**.
- **Stephen Ellul** with a **Stag**.
- **Andrew Leach** with this lovely **Dolomite**.
- **Romain Pouchet** with this beautiful looking **Stag** in white.



- **Darcy Miller** with his newly purchased **Stag**, members might remember that this vehicle was only offered for sale in last month's TRead magazine.



Alex Gosewinckel has this **Spitfire 4** and his own story to go with it:

*A little bit of background - I inherited this **Triumph Spitfire 4** from my late grandfather **Graham Gosewinckel**. He bought the car as a wreck in the 70's (it had rolled down Pymble Hill) and restored it in his garage in Killara with the help of my then teenage father (the important role of handing the tools). Graham had been a TSOA member at the time and I believe the car had even won a concourse award.*



When I was a young boy, I was obsessed with the car (who wouldn't, it's beautiful!). Every time we would visit my grandparents, I would beg him to take me for a drive. As he got older and his lung capacity deteriorated (emphysema), he realised that he could no longer drive and enjoy the car. In 2007 when I turned 16, he gifted me the car, and I promised him I would never sell it. He assured me it was my car and I could do whatever I pleased with it, however I'm sure he would have been secretly pleased about my insistence to keep it. He sadly passed away a few years later, and the little Spitty gives me fond memories of the time we spent together - it has become a treasured family heirloom just as much as it is a car.

In 2015, I moved to Germany in pursuit of further education, and unfortunately had to mothball the Spitfire in a purpose-built shed while I was away. I have recently been able to save up enough money to get her back on the road. The photo was taken just 2 weeks ago, after taking her for the first drive in 6 years! The passenger is my fiancé and it was her first time in the car (her smile says it all, she loved it!).

Needless to say, I'm ecstatic to get her back on the road and registered. There is still some work to do (now mostly cosmetic), but I hope to join some events in the near future!

Alex

Norbert Nieuwenhuizen
Concessional Registration and Membership Officer

FRONT COVER: Triumphs as far as the eye could see TSOA member's cars lined up in Turramura for Geoff Byrne's Lucas Fuel Injection Workshop. (See Page 26) Photo: John Whittaker

Notice Board

FROM THE LIBRARY

This month there are two new books added to the library:

- The first one is the Spencer Martin Book, Historic Ferrari and Grand Prix Cars My life. The club purchased the book from Spencer when he was the guest speaker at the May meeting.
- The second new book is How to Modify Your Tr7 and TR8



As always if I can help you with anything from the library, just let me know. I have not been able to attend a lot of meetings in the past twelve months but if you need anything from the library send an email and we can organize to get it to you.

Cheers **Ken Peters Librarian**
0417 676 199 or ken7@bigpond.com.

2020 Clubman of the Year

Ken Peters receiving his award from 2020 President Neville Bowden (left).



2020 Clubman of the Year(2nd)

Lindsay Day receiving his trophy from 2021 President Lorraine Mooring (right).

(Both award presentations were delayed due to COVID restrictions).



TSOA NSW

Club Regalia

Beat the winter chill

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Polo Shirts

Rain & Wind Jackets

Race Shirts

Scarves

Easy fold away tables

Hurricane umbrellas – 68cm size \$39.00

New Range of caps

**Please email for orders, or enquires to
Lyndon & Tony Moss**

Regalia@tsoansw.org.au

[Link to Biz Wear Collection on TSOA NSW web site.](http://www.bizcollection.com.au/link)

<http://www.bizcollection.com.au/link>

Pricing upon request for Biz Wear Collection with TSOA embroidered logo –

Wider range of items for Club Members



Motorsport Report

Glen Coutinho

Welcome to the motorsport report for July 21.

It has been a quiet month for motorsport with not a lot going on. The HSRCA Sydney Classic was run at the SMSP June 12th – June 13th. However, this round was severely affected by the Victorian COVID lockdowns with drivers from Victoria having to withdraw their entries across a range of categories. As a result of this the MG Racing Category was cancelled with most of the entrants being from Victoria, leaving the remaining 6 odd NSW drivers to enter in other appropriate categories. Sue & I were entered in the MG Racing Category but were moved into Regularity, however due to a bad dose of the flu we also had to cancel & isolate at home till we got the 'all clear'.



Tony Dains ran his TR6 in Group S (Geoff Byrne being an unfortunate retirement) while Mark McConnell in his GT6 and Robert Saunders in his TR7V8 ran successfully in Regularity.

The next round of the CSCA will be run at Pheasant Wood by MG Newcastle on Saturday the 17th of July, entries are now open and have been sent out to all. This event may be severely impacted with the current COVID-19 situation, we will advise members asap if there are any changes.

On a more positive note, entries for the Victorian round of the All Triumph Challenge, to be run at Winton over the 14th – 15th of August, opened up this weekend, 13 entries were received on the first day with another 6 plus expected over the next few days. The grid of 20 is expected to be filled with plans to spill over into another group to take the late comers. This is a great result for Victoria and shows a great level of support not just for the All Triumph Challenge but for motorsport in general. At this stage I believe all of the entries are from Victoria, fingers crossed that there are no COVID issues and that the event goes as planned.

On that note the NSW All Triumph Challenge is still scheduled to be run over the 18th-19th of September, the TSOA CSCA Supersprint will be run on the Saturday the 18th and the All Triumph Challenge on the Sunday 19th.

This will not just be a weekend of motorsport, it also will be a 'big weekend' of TSOA social activity, so keep your eyes open for more details as they become available.

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HSRCA SYDNEY CLASSIC - June 2021

The June long weekend was chosen by the HSRCA to celebrate the lifetime achievements of the great Australian racing car designer Ron Tauranac AO (he should have been knighted), who designed and built the Brabham and Ralt racing cars. There was a great display of Brabhams, Ralts and other open wheelers on display for the public to enjoy and it was great to see quite a number of TSOA members, including Ernie Schmatt and Colin Allerdice, enjoying the display and racing.

The race meeting attracted the largest number of entries over the last ten years. The program included races for the Victorian MG RaceSeries in which a number of Triumphs had entered, including Sue and Glen Coutinho in their TR6s which we have not seen on the track in NSW for several years. The Victorian Government COVID lockdown put an end to any Victorian participation in the event.

Group S sports cars had the biggest field of 46 entries with the promise of a race under the new lights on Saturday night. Tony Dains and Geoff Byrne were entered but Geoff withdrew after Friday practice with gearbox problems. Mark McConnell GT6 and Robert Saunders TR7V8 were entered in the Supersprint.

The Supersprint is a new addition to historic race meetings and caters for racers who want to be part of a major race meeting but who do not want to race their cars, but do want something involving faster driving than Regularity. Something, members who currently compete in CSCA Supersprints, might like to consider as the normal club Supersprint license applies.

Tony Dains successfully completed each of the three races with the best result of 19th and a time of 1.55.1 in race one. Mark had four runs, getting quicker each run and a best time of 1.57.3. He pulled out of run four with fuel surge problems perhaps due to the increased cornering speeds as he got quicker. Robert completed four runs getting down to the quickest Triumph time of 1.51.8.



Tony Dains

Geoff

CSCA Supersprints

Nothing to report for June. The next scheduled event is Round 4 CSCA Supersprint MG Car Club Newcastle which is to be run on Saturday 17 July at the Pheasant Wood Circuit, Marulan.



Team Triumph Big Weekend **18 / 19 September**

Social Co-Ordinator Geoff Batty and Motorsport Director Glen Coutinho are combining their talents to offer TSOA members a combined social and motorsport weekend centered on Goulburn NSW.

This will not just be a weekend of motorsport, it will also be a weekend of country road cruising and relaxed socialising. On the Saturday morning Geoff is leading a road trip down to Goulburn, with a lunch stop in Bowral, and a Team Triumph Dinner that evening. Overnight is in Goulburn and on the Sunday a run out to Wakefield Park for lunch, before turning north and the leisurely drive home. Glen has organized the TSOA CSCA Round 6 Supersprint at Wakefield Park on the Saturday, and the All Triumph Challenge (ATC) for the Sunday, also at Wakefield Park. The motorsport members and the social members will meet up for the Saturday dinner and the Sunday for morning tea and lunch.

Geoff's details for the road trip(s) will be released soon, Glen's detailed explanation of the All Triumph Challenge can be re-visited in your May *TRead*, page 11.

Accommodation in Goulburn could be at a premium on this particular weekend, as there are other events happening on the same date in town. As such we recommend that if you intend to join in on this weekend and come down to Goulburn and spend Saturday night in town, then you should make an early (now!) reservation (it can always be cancelled later).





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Don't spend money rebuilding your stock hubs! Replace them with new, stronger hubs and end worries of a dangerous failure.

Failure of the weak, stock rear hub can cause a wheel to suddenly part company with the car with devastating results. The stock hub transmits all the side force through a small diameter axle shaft. Good Parts hubs use a much stronger design. Compare the photos above.

- Modern, sealed, double tapered roller bearing
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• Reduce power loss! CV joints are much more efficient than U-Joints so more power is transmitted to the road.

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• Available for Nissan R200 differential (shown) or with adapter to fit original differential.

Coffee & Cake

Keith Higgins

text: 0409 656 577 / keith@aodaustralia.com



**Wednesday 30 June -
Carss Park Café & Grill
107 Carwar Ave Carss Park**

Unfortunately, the June event was cancelled due to COVID-19 'stay at home' orders.



In 2020 when confronted with similar circumstances as those we are experiencing this month, our Coffee and Cake organisers Merran and Keith Higgins found their own COVID-safe coffee stop ... their own driveway.

Wednesday 28 July -

- **Black Cat White Cat 1319 Mulgoa Road Mulgoa**
- **To be confirmed ...**
-

We are hopeful that the 'stay at home' orders will have been lifted by the 28th so that we can go to the Black Cat White Cat Café, however we are going to have to simply wait for the new announcements.

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

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



Social Report

Warragamba Dam 20 June

The day started out a little grey and overcast and with just a slight rain for those coming over from the coast.

Although it was cool and a little breezy TSOA members gathered outside at the Luddenham Bakery Coffee Shop. The numbers in the carpark grew steadily but hardly anyone noticed ... the coffee and pastries were that good.



We left there and headed over to the Dam about 10.30am. It was only a short run and fortunately for us the weather was improving with each kilometre. Although we had to park in the overflow car park area (because of our large number of Triumphs) that was no problem at all as it did provide the opportunity for some good car club photos.

We made our way from there up to the Visitor Centre and viewing areas above the Dam where staff welcomed TSOA and gave a general overview of the area including an advice that the dam was at 97% capacity on that day (a massive improvement over my last visit!) Our own Geoff Byrne gave us the benefit of his insider knowledge of the dam and the water supply network. Combined with the high quality of the Display Centre itself and Geoff's stories a very informative and impressive time was had by all.

After finishing in the Display Centre, most went for a walk down to the top of the dam wall and then to turn back up the 80+ steps, giving considerable impetus to appetites and thoughts of lunch. At this point we scattered a wee bit with some seeking out BBQ options, others enjoying pre-prepared picnic lunches in the dam grounds, while perhaps the wiser members retreated to the warmth offered by the Wallacia Pub.

Most members experienced a little precipitation on their journeys home, nevertheless it was another great social day for some 30+ TSOA members. All wished to thank our social Co-ordinator (and resident weather expert) Geoff Batty for yet another successful and enjoyable club social day.

Coming Up Trumps

TSOA activities coming up for you in July and August

Members are advised that all event dates are subject to change, you are advised to check dates frequently on the TSOA website Event Calendar for updated information. It is a formal requirement of members, and it is especially important in these times, that members must register online to attend any club event. To register online from this electronic magazine simply left click on the following - [Register TSOA event](#)

July

- **07 Wednesday - TR Register Coffee and Cake – TBC**
John McCormack – 0413 312 134
- **11 Sunday - Social Run* Donald Healey's Birthday**
CANCELLED
- **17 Saturday - CSCA Super Sprint*- Round 4 – TBC**
Marulan – Glen Coutinho – 0418 640 188
- **18 Sunday - Xmas in July* - Carrington Hotel - TBC**
Katoomba – Geoff Batty – 0428 242 597
- **21 Wednesday - Hunter Group C & C – Medowie**
Macadamias - Ian Lovi – 0428 396 849
- **28 Wednesday - Coffee and Cake – Black Cat White**
Cat, Mulgoa - Keith Higgins – 0409 656 577
- **31 Saturday - All British Day Newcastle* - details tbc**
David Walshe – 0409 885 342

August

- **NOTE: Sat 31/07 to Mon 02/08 Club Run scheduled**
travel for Pinkstone Run/All British Day.
- **01 August Sunday - Social Run* Pinkstone Navigation**
Run – John Whittaker – 0425 371 640
- **04 Wednesday TR Register Coffee and Cake –**
John McCormack – 0413 312 134
- **14 Saturday - CSCA Super Sprint*- Round 5 – SMSP GP**
Circuit – Glen Coutinho – 0418 640 188
- **15 Sunday Shannons Day* SMSP –**
Norbert Nieuwenhuizen – 0415 207 748

TSOA NSW

Christmas in July

Date: Sunday 18th July*

Yulefest Lunch – with all the festive trimmings including Bon Bons.

Menu: 4 Course meal, Entrée Main, Dessert, c/w Tea, Coffee & Christmas cake, complimentary glass of gluhwein. Resident Pianist & Singalongs.

A special prize for the best Christmas themed outfit and lucky door prizes.

Venue: Carrington Hotel,
15–47 Katoomba St, Katoomba.

Time: 12.00 Noon etc.

Cost: Members (incl family members) \$60
and Non-members \$65.

Bookings essential:
RSVP 30 June 2021
Payment to TSOA: BSB: 032-081
A/c 910909

Contact: Geoff Batty
Email: geoffrbatty@gmail.com
Mob: 0428 242 597

Members must register to attend - [Register TSOA event](#)

**Subject to then current NSW Govt. COVID-19 regulations.*



Shannons Day - Celebrating 60 years of TR4

Date : Sunday 15th August



Sydney Motorsport Park, Ferrers Rd, Eastern Creek Sunday 15th August 2021
Largest display of classic cars in NSW. You also get a chance to drive around the circuit as a group.

Please arrive 8.00 – 8.30 am. All Triumphs welcome -Celebrating 60 years of TR4 – \$25 per car. Register **online** or with Norbert Nieuwenhuizen 0412 207 748 – membership@tsoansw.org.au. Payment to club account.

For all of us who feel only the deepest love and affection for the way computers have enhanced our lives, read on:-.

At a recent computer expo (COMDEX) Bill Gates reportedly compared the computer industry with the auto industry and stated ... *"If Ford had kept up with technology like the computer industry has, we would all be driving \$25 cars that got 1,000 miles to the gallon."*

In response to Bill's comments, Ford issued a press release stating:... *"If Ford had developed technology like Microsoft, we would all be driving cars with the following characteristics"* (and I just love this part):

- 1. For no reason whatsoever, your car would crash.....twice a day.**
- 2. Every time they repainted the lines on the road, you would have to buy a new car.**
- 3. Occasionally your car would die on the freeway for no reason. You would have to pull to the side of the road, close all of the windows, shut off the car, restart it, and reopen the windows before you could continue. For some reason you would simply accept this.**
- 4. Occasionally, executing a manoeuvre such as a left turn would cause your car to shut down and refuse to restart, in which case you would have to reinstall the engine.**
- 5. Macintosh would make a car that was powered by the sun, was reliable, five times as fast and twice as easy to drive - but would run on only five percent of the roads.**
- 6. The oil, water temperature, and alternator warning lights would all be replaced by a single "This Car has Performed an Illegal Operation" warning light.**
- 7. The airbag system would ask, *"Are you sure?"* before deploying.**
- 8. Occasionally, for no reason whatsoever, your car would lock you out and refuse to let you in until you simultaneously lifted the door handle, turned the key and grabbed hold of the radio antenna.**
- 9. Every time a new car was introduced car buyers would have to learn how to drive all over again because none of the controls would operate in the same manner as the old car.**
- 10. You'd have to press the "Start" button to turn the engine off?**

PS - I'd like to add that when all else fails, you could call 'customer service' in some foreign country and be instructed in some foreign language how to fix your car yourself!

A TR7's journey from rough road car to super sprint car and back to a better road car – Part 1.

Ken Peters

Back in 2001 when Graham Crane and myself decided to share a car in the CSCA Super Sprint series we went for an TR7. We found one advertised for \$2200 and rang the guy to organize to have a look, but before we got to that it broke down and was parked in the street at Ultimo.

After having a look it was obvious that the timing chain had jumped the gears but otherwise mechanically it looked reasonable. The body was a few different shades of white and the interior seats and trim was a bit rough, but everything was there. It had almost a year's rego so we agreed \$1000 and brought the tow truck back that day.

So, we put a new timing chain in and checked the motor - good compression, no smoking and no oil leaks we decide to run it as it was. In all my years as a mechanic I had never had a customer with a TR7. I did not know much about TR7's, hence the decision to run it as it was and find out before we made any real changes. A set of new road tyres and we entered the first round at Eastern Creek.

The very first thing we picked up on was that TR7's have a lot of understeer, which is something that I personally do not like, and secondly that the brakes fade quickly. Otherwise, we were quite happy. The motor revved OK and had a good range of torque which gave the option to use a higher gear and drive it off the corners rather just rev it hard in a lower gear.

Now we had a list of things to do to improve the handling. We went to the guys at Lovell Springs and had some heavier rate and lower springs made, going a bit lower on the rear to help get more traction out of corners. Next up was a full set of adjustable shocks and new top caps for the front struts to allow for camber and castor adjustments. As much negative camber and positive castor as we could get and a whisker of toe-in. Now we had a neutral handling car with the understeer dialed out. The final part of the equation was a set of Yokohama Advan tyres to better get the extra grip on to the track. A couple of seasons later we also added a strut brace which made a big difference to the flex in the body across the front end.

Next up, were the brakes. A lot of club members were running vented discs and calipers from a Volvo which needed a change to 14inch wheels. We wanted to stay with the original wheels, so we purchased a modification kit that Grant Turnbull was doing at the time. It used Ford Escort calipers and a slightly thicker solid rotor. On top of that we added a brake booster

modification and have been happy with the braking ability ever since. Next time out at Eastern Creek saw a 12 second lap time gain. We ran the car like this for a couple of years, driving it to and from the circuits and running dual entry all day long. In twenty years, we had never failed to drive it back home at the end of the day.

As we did not really know the history of the motor, I picked up another engine and put it up on the stand for a rebuild. A bit of lightening on the crank, but not the flywheel so as not to upset the torque too much, a slightly higher compression and 60thou oversize pistons, all new bearings and thrust washers and everything balanced, the bottom end of the motor was done.

I have always been of the belief that the two most important words to engine performance are Gas Flow. The ability to get the air/fuel mixture into the engine, make it go bang and even more importantly get it out so as to leave as little unburnt fuel in the chamber with the incoming charge. The basic design of the TR7 head is pretty good with the flow from the carby butterfly to the valve face a good run. We matched the manifold to the carbies and opened up and polished the runners down to the head. At the head itself the ports were opened up and matched to the manifold then polished, the crucial part of the flow getting a nice right angle run onto the valve face.

Over the years I have always used Watson Cams for any engine we have built and even though he had relocated to Queensland I sent the cam up with instructions on what had been done to the motor, what we wanted from the motor, which was not to lose the torque and not to have a peaky rev band that we needed to stay in. What came back was exactly what I asked for. Cam shaft design is not just about valve overlap, but also about valve lift and the ramp speed at which the valves open and close. I have never been disappointed with one of their grinds. (I guess twenty years on he may have retired in sunny Queensland by now). We stayed with the original Stromberg carbies with just some minor modification to the needles, fitted a set of specially made exhaust extractors and free flowing muffler, although you must have some back pressure on the exhaust valve to help with gas flow.

That was the end of the mechanical changes. The motor has been in the car since it was first built, and we have not had to strip anything down since. It says a lot for the basic Triumph design that it has done a lot of CSCA events with two drivers running each time and spent a lot of its life at 5 -6000 rpm.

The only other changes to the car were on the interior where a half roll cage was fitted. We welded it into the car which again would help with the torsional rigidity of the car. We also replaced the seats with a set of race seats. This was not as easy as we thought as Graham and myself were quite different in height and particularly leg length so we needed to have a seat

runner fitted. TR7's are not easy to fit aftermarket seats into and I had to try three different brands before we got it right. A lot of them sit too high and you jam your legs under the steering wheel, or your head is hard up against the roof. Fortunately, I had some connections with suppliers and could borrow seats to try before we had to part with any cash. We reckoned that having a good seat and harness belts holding you tightly into the car is probably worth half a second gain per lap.

We did also send the car to the panel shop for a quick rub back and hit it with some two-pack paint so that it was all one shade of white and looked a bit more respectable. Whilst we had kept the car fully registered all the time it was primarily only being used for super sprint events and just the occasional other club event.

For what really has been a fairly small outlay to buy the car and do the work we have done, we have had an incredible amount of fun with the car. Over the years we thought about sprint engines or even a V8 but could not see that we would be having any more fun than we already were to justify the extra outlay and other modifications needed.

But now with Graham's passing and myself not doing a lot of track days it was time for the car to have a new future.....

Part 2 in next month's TReadKen



Ken's much loved TR7



Coffee and pastries, and much conversation at Luddenham Village Café.
Note the beautifully restored 1950s Citroen top left



Impressive line up of TSOA member's cars at the Warragamba Dam carpark

Warragamba Dam Social Run – June 2021

142 metres high and 351 metres wide
104 metres thick across the base
8.5 metres thick across the top
2 million megalitres when full

97% capacity

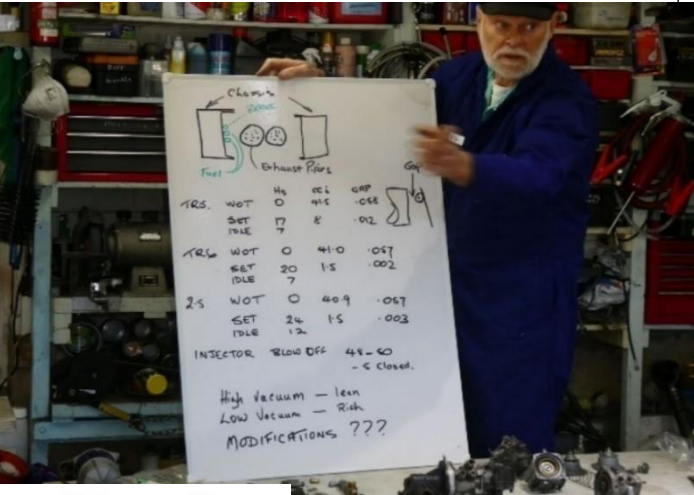


Team Triumph for this day.



Massive water flow control valves

Geoff Byrne's Lucas Fuel Injection Workshop (Master Class)



TSOA club
at its best!

Lucas Fuel Injection Workshop

Presenter: Geoff Byrne
Report author: Michael Debono

On a beautiful Autumn Saturday, Triumph TR4s and TR6s began to gather in leafy Turrumurra. I was glad to be one of 21 members attending a workshop on Lucas Mechanical Fuel Injection generously hosted and presented by Geoff Byrne.

Geoff's aim was to give participants new information on Lucas, demonstrate how to perform repairs, diagnose problems, and not get ripped off. His method was to trace the process from the fuel tank to the manifold.

Before anything though, he strongly recommends that the car be used frequently and to change the fuel filter at least every two years.

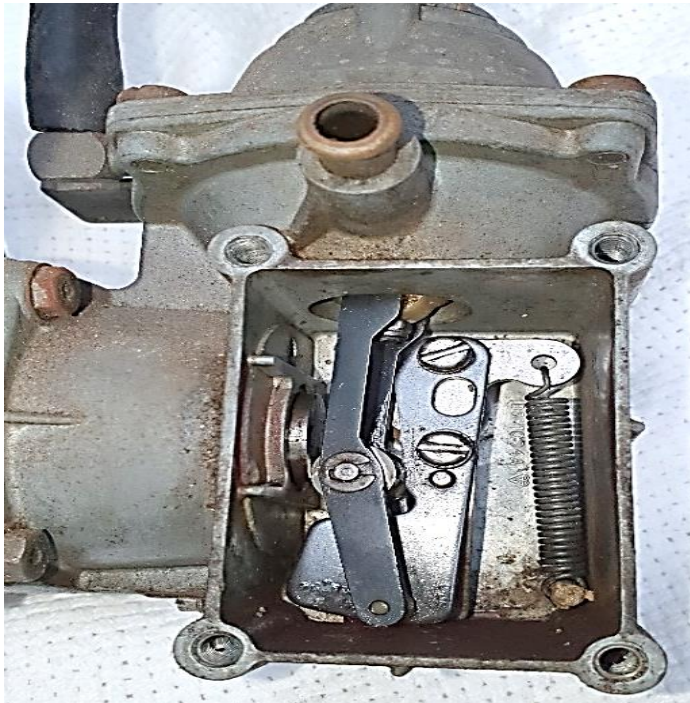
The fuel pump will be familiar to Triumph owners as it is a windscreen wiper motor driving a geared pump delivering 150 psi and 16 gallons per hour while drawing 5 amps. The tolerances within the fuel pump itself are further reason to have very clean fuel. The vaporisation of fuel is the Achilles Heel of the system and often people coil the fuel pipe around the pump motor. This measure, instead of cooling the fuel, actually heats it. The fuel pipe already travels very closely to the exhaust as it threads its way through the chassis with the brake pipe and fuel return pipe. It is recommended that heatshield material is installed to deflect heat from the exhaust pipe. Replacement of the original unit with a Bosch fuel pump is also recommended. In any case, if the fuel pump is not working check the roll over cut out switch in the engine bay and eliminate it as a cause.

The Lucas Mechanical Fuel Injection operates thoroughly dependent on the varying levels of vacuum in the inlet manifold. The control unit, with the rectangular cover, talks to the metering unit (the round part with the injector pipes) via the follower varying travel of the shuttle within the rotor (the follower having been moved by the rollers being drawn along the fuel cam). Any modification of the camshaft, exhaust or cylinder head will affect the vacuum profile which if left at standard settings, is merely carried out by the metering unit. Modifications require the control unit to be recalibrated with springs of varying pressure, together with adjustment within the control unit. Additionally, the throttle mechanism is complex and becomes tricky later on when it is worn, loosening through the linkages.

I don't think I was the only attendee whom was wide eyed to see the essential points of mechanical fuel injection. I'd even haughtily vowed some years ago to the esteemed presenter himself, to fit triple Webers instead of 'sort' the injection on a CP engined TR6 that I still have awaiting rebuild!

The surprises continued when we saw the control unit adjusted by feeler gauge between the rollers and the follower. At this point Geoff held up a placard with the various values of roller gap, millimetres of Mercury vacuum and fuel delivery volume for the TR5, TR6 and 2500s. This to the group seemed remarkable. The proportions of a feeler gauge impacting on the instantaneous fuel air ratio seemed like being at the centre of a Hills Hoist and expecting to carefully align the furthest point of the washing line with some tiny fixed point with Vernier scale precision ! No wonder Geoff repeated that only 13 mm of movement within the control unit equated to the difference between 1,000 rpm and 6,000 rpm !

The writer, inspired by Geoff's workshop, researched a little further from some excellent source material, a Leyland Repair Operation Manual for Triumph 2500, a tome found in a council clean up! And so, the vacuum varies the position of the rollers against the fuel cam, the rollers act against the follower which in turn is regulating the moveable control stop within the metering unit. Increasing the distance the shuttle travels within the metering unit directly increases the volume of fuel delivered to the injector. The writer suggests those interested consult such material to add to their knowledge.



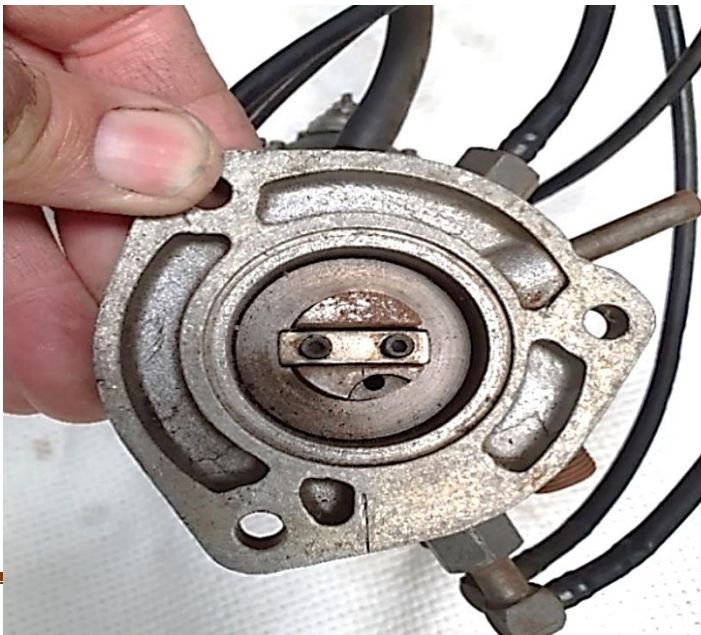
It is not thought that an owner will be removing the shuttles from within the metering unit beside the road at Milsons Point, there are some quick checks that can be performed practically. Simply disconnect the vacuum

hose running from the manifold to the control unit and suck it to see whether it holds a vacuum.

When the pressure decreases block the hose with your tongue, if it doesn't stay put the vacuum is defective. A perforation of the diaphragm is possible however, when back in your workshop injecting 20 psi of air into the dashpot and placing it underwater will show if the dashpot itself is leaking. Geoff actually mentioned patching the diaphragm to limp home. The default with such a defect is that the mixture will be over rich, thereby protecting the engine from the potential catastrophe of a lean mixture. So if you're driving around with clouds of black smoke it's successfully telling you something.

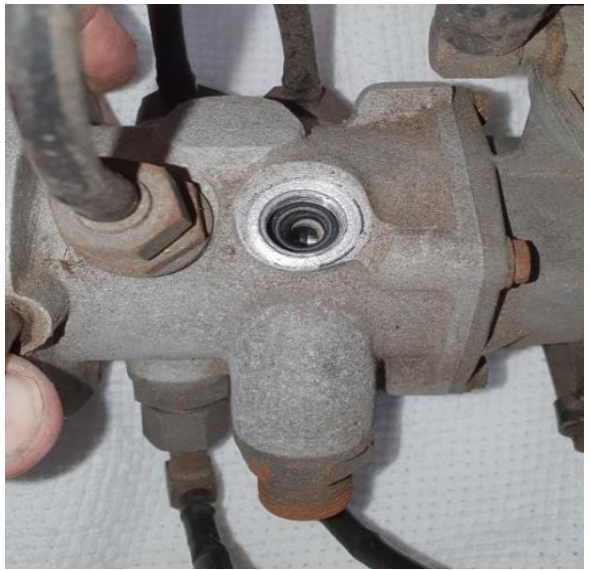
By undoing the fuel pipe coupling for number 6 cylinder on the metering unit you can see if some drastic breakage has occurred. At TDC on number 1 cylinder and 6, with number 1 about to fire, the port for number 6 should be open letting you see into the rotor (though the sleeve can partially impinge this view but only from the top). If you have disconnected the metering unit from the pedestal you will also see that the scribed marks on the body and the drive align.

Geoff mentioned the plastic drive coupling is replaced with bronze in racing. Unless one needs further reason to replace the fuel filter more regularly, the rotor within the metering unit is petrol lubricated and runs to fine tolerances. It is protected by two seals back to back preventing contamination of oil with petrol and vice versa. It is possible through seal failure that fuel enters the engine oil, so a keen nose alert to fuel smell on a dipstick reading or oil change is handy. Triumph have provided a leak



bleed hole between the seals exiting underneath the pedestal to alert an owner.

The adjustment of the pressure relief valve is not a Phillips Head and owners ruin the small nylon head in the wrong belief that it is. It is another tool. Though it is not serviceable so replace the unit if problematic. The injectors are \$120 each and the crimped variety are not serviceable like the others which can be taken apart to expose the poppet valve and check for impediments. The metering unit and control unit are no longer made. Rimmer Brothers overhaul them on an exchange basis, the writer noted a hefty deposit is paid until your serviceable unit is received by Rimmers. Geoff has recently campaigned successfully with CAMS for approval to use a new metering unit that is not vacuum operated in his racing TR6.



Geoff urged members to attend the club's dyno days. The operators are knowledgeable and will not allow a vehicle that is not fit to damage itself in the test. in Geoff's opinion a '150 hp' should produce close to 110 hp at the rear wheels. It is a definite way to test how your car is performing.

At this point it was nearing 3pm and without exaggeration, everyone had been rivetted with the displays, the content and the clarification. Geoff directed everyone to the opened bonnet of his gorgeous red roadgoing TR6. He started it activating the excess fuel lever (this increases the idle mixture by 300 %). Once warm Geoff leaned (pun not intended) into the engine bay and disconnected the plate and removed one of the injectors. He allowed it to spray into his hand and it was interesting to see its obvious regularity and definition while the remaining engine revved up slightly. As it happened Geoff's connected instruments showed the mixture was slightly rich. At his invitation, members felt the strong pulse of the injector hoses which is a check within itself, felt isolated from other pulses. The Leyland Manual describes differing pulse symptoms which can be interpreted.

While I did not stay for afternoon tea (the other party waiting at Kirribilli - us being down from Newcastle) I really enjoyed Geoff's workshop and it has served to open up this normally obscured and wrongly besmirched facet of our wonderful cars.

TECH – Some like it hot !

Keith Higgins

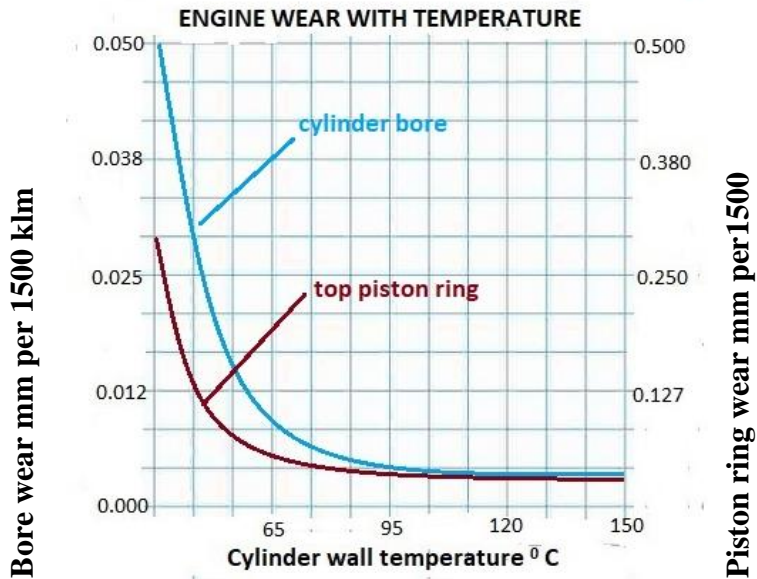
I am sure many of us have heard those stories about taxis doing half a million miles or more before engines needing an overhaul. They ran nearly 20 hours a day as one driver would bring the cab back to the depot and without switching it off the next driver would jump in and off to the next shift. There is truth in those tales and the reason is the engine never really cools down.

It's well known that most engine wear occurs at start up. That's because even with multi-grade oils, and especially in lower temps, oil flow when cold is greatly diminished. Engines are typically designed to run on an oil temp of 100°C and are designed for correct lubrication at that temperature and where most car oils are at about 10 weight. If your oil pump could generate 100 - 250 PSI it might be able to push thicker oil through the engine's oil passages and provide sufficient lubrication. Engines just are not designed that way. Engines are typically designed to run the oil at 100°C where most car oils are at about 10 weight. There's essentially no wear at 100°C because of the high flow rate with a 10 weight oil. There is considerable wear with cold oil flowing at 5 or 10% the volume of warm oil and a 20W-50 oil is ten times thicker at 40°C and on a cold morning 200 times thicker.

It is not the 50 part of the oil that is the problem it is the 20W that cause the problem. A 20W-50 oil is ten times thicker at start up than a 5W-50 oil and that is why older cars suffered more engine wear than those running on modern multigrade oils . At 100°C the viscosity of engine oils from 30 to 50 grade is the same value.

The graph on the next page is not 100% accurate for all cars as the engine tuning and the quality of the rings etc. may vary from car to car. It is however a very good indication of what occurs in your average engine. The wear rate when the engine is hot does not seem to change no matter how the car is driven with the exception of lugging the engine (labouring it in high gear).

Note the clever metallurgy engineering Look at the scales left and right and you will notice that the rings wear 10 times more than the bore, so it is worth being very careful on what parts you use in your engine.



One thing I always thought about was why those huge interstate trucks that do a million miles with no problems and that would be because they hardly ever switch off but also be due to the fact that they use six cylinder motors with huge bore diameters.

Research indicates the obvious that any engines of the made from the same materials will wear at the same rate even if the bores are the same diameter. Rates of bore wear is expressed as a percentage of bore diameter. About 0.2% and there will be very little difference in engine performance, but oil consumption starts at around 0.25%. This means that for two engines built exactly the same, but where one has a 100mm bore diameter and the other has a 200mm bore diameter, then if the 100 mm bore wears to 0.25mm then it's percentage is 0.25% (just about ready for new rings etc.) Now the 200mm bore engine has the same wear but in this case it is only 0.125% (plenty of K's left). So, for the same capacity a four should last long than a six and so on .The downside is heavier pistons more vibration etc.

Keith Higgins

THEY DON'T MAKE TRIUMPHS ANYMORE

Chapter 4 – Crunching the Numbers

Remember we are working on 1981 income and cost projections. I've done my best to research and use numbers that are as accurate as I can find but there are some areas where I have had to use assumptions.

These are that a deal can be done with BL to make Triumph independent. BL wants their pound of flesh of course, so I've assumed that a deal can be done to rent the MG Abingdon factory with a value of £25 million plus get BL to fund the renewal of Plant & Equipment for another £25 million. This also includes the cost of retaining the 2,000 factory workers who will be engaged in the upgrade work.

Putting the merchant banker's hat on, to get this across the line we have to appeal to BL's greed. We also must remember they were desperate to get problems off their hands and the government was still throwing hundreds of millions in cash into the company. MG is already closed. Convert £50 million to USD and the amount is USD \$97 million. Triumph now rents the factory from BL. A rent allowance of 10% has been made. Whether BL would agree to this is unknown and I agree that for this type of real estate, the return is tight.

We are also going to need cash and lots of it. A simple cash flow projection suggests an amount of \$134 million will be needed. Raising equity will be hard and will be harder still due to the poor track record of BL. So, \$165 million is needed after paying the Merchants of Venice a 10% capital raising fee. Honda as a strategic partner will be of great help.

I would be interested to know how members feel about this proposal.

Would you invest \$10,000 (in 1981) into Triumph on the promise that as a shareholder you can purchase a new Triumph with a 20% discount. The deal would have limitations on ownership and how many that could be purchased in a year. This would mean 16,500 shareholders would also guarantee sales at some point in time as well as completely fund the capital requirements. I recon I would invest despite the risk. Obviously, shareholders would get their profit entitlements as well.

The amount needed is high due to a number of factors. Triumph is buying engines and major components from Japan. This will require the establishment of letters of credit (L/C) and allow for the time it takes to receive the goods by sea. Then there is the time to build the cars and deliver them to markets. The car industry is brutal when it comes to distributors and dealer payments. They pay cash usually funded through floor plan so that's a blessing.

The cash flows work on establishing a L/C on the first day of the first month and then every week thereafter. Honda already holds our orders and is ready to start immediately the L/C has been bank confirmed. I'm allowing for weekly shipments with the first to arrive at Abingdon 6 weeks later and the first car will roll off the line in another 2 weeks. Therefore, payment will be received for the first shipment in month 3 and weekly after that.

Because the cars are being shipped to major distributors, they will be required to establish either Stand-by Letters of Credit or Bank Guarantees to confirm their ability to pay. This will be enough security to obtain short term bank funding if there are any glitches.

The following is an abridged Profit and Loss statement.

	Exchange Rate Stg 1 = USD 1.94				Total
	Expressed in USD \$ TR4	TR4 Sprint	Dolomite	Dolomite Sprint	
Sales (Ex factory)	230,374,400	281,600,000	230,374,400	281,600,000	1,023,948,800
Less Cost of Sales					
Freight, Duty & Taxes	11,518,720	14,080,000	11,518,720	14,080,000	51,197,440
Dealer/Volume Discounts	23,037,440	28,160,000	23,037,440	28,160,000	102,394,880
Warranty Insurance	11,518,720	14,080,000	11,518,720	14,080,000	51,197,440
Marketing	11,518,720	14,080,000	11,518,720	14,080,000	51,197,440
R & D	11,518,720	14,080,000	11,518,720	14,080,000	51,197,440
Labour	11,640,000	11,640,000	11,640,000	11,640,000	46,560,000
Components & Materials	109,427,840	133,760,000	109,427,840	133,760,000	486,375,680
Sub Total	190,180,160	229,880,000	190,180,160	229,880,000	840,120,320
Gross Profit	40,194,240	51,720,000	40,194,240	51,720,000	183,828,480
Less Indirect Costs					
Rent	2,425,000	2,425,000	2,425,000	2,425,000	9,700,000
Depreciation	5,456,250	5,456,250	5,456,250	5,456,250	21,825,000
Contingencies	5,759,360	7,040,000	5,759,360	7,040,000	25,598,720
Administration Costs	1,000,000	1,000,000	1,000,000	1,000,000	4,000,000
Miscellaneous	1,000,000	1,000,000	1,000,000	1,000,000	4,000,000
	15,640,610	16,921,250	15,640,610	16,921,250	65,123,720
Nett Profit before Tax	24,553,630	34,798,750	24,553,630	34,798,750	118,704,760
Margin	11%	12%	11%	12%	12%

The bottom line is Triumph could be profitable and sustainable if it had the financial resources, a willing workforce, the goodwill of BL to lease and upgrade Abingdon and a successful capital raising.

A nett profit of \$118.7 million is a massive return on equity and should also entice some punters to invest. The importance of this is that there is enough to pay shareholders a good dividend whilst retaining profits for future expansion.

I have not included spare parts as I have no idea on the quantities required. Would the new Triumph encounter the old BL problems?

I would make sure I retained the old MG management, and I would shackle them with golden handcuffs. Their contract would be enhanced with performance bonuses and equity that became greater over time. I would also want to pinch the likes of Spen King and Harris Mann. Surely, they could see the writing on the wall at BL and would jump for a good offer. Harry Webster left BL many years ago and is now retired.

The factory workers need to be recognised as well. We want to keep them because MG didn't have quality problems and they didn't go on strike. In addition to their pay, performance bonuses and equity would be on the table for them as well.

But what about the exchange rate, wasn't that the nail in the coffin for MG and Triumph?

Yes it was, and this is how to overcome the problem. Treat the pound as if it has leprosy. Sales will be dictated by market percentages. If 40% of product is sold in US denominations, then 40% of components will be sourced in USD. In 1981, Japan solely traded in USD for exports. As the US market will get 40% of product, the FOREX risk is neutral. Europe will also get 40% of product with payment in Euros. All other inputs will be sourced in Europe with payment in Euros. Again, FOREX problem solved. The balance will be sold in the home market and other smaller markets like Australia. Home market sales will be in pounds so the home costs of wages, rent etc will be also covered. Problem solved. The real question is, why didn't BL do the same thing? It's not rocket science.

There will be some other negatives to overcome as well. BL will be fed up with past proposals that haven't come to fruition. The likes of DeLorean with the failure to take over the TR7 at his Northern Ireland factory after having been stung in a drug bust will clearly be still fresh in everyone's mind. The naming problem with Honda has to be overcome. Hopefully, BL and Honda can be convinced to make their car a Rover Ballade. BMW haven't come on the scene yet but they must already be sniffing around. Finally, there is the failed takeover bid by Aston Martin to acquire MG. All negatives.

The next issue will deal with the future and new models,

Michael O'Brien

Who am I ?

This photo was taken back in the early 1970's.
"I am a financial member of TSOA today..... who am I?"



Answer in August **TRead**



MINUTES OF THE 689th GENERAL MEETING OF THE TRIUMPH SPORTS OWNERS ASSOCIATION (Ecurie Triumph) NSW

VENUE: Carlingford Bowling, Sports and Recreation Club, Carlingford.

DATE: 8th June 2021

Time: 7.35pm

Chair: President Lorraine Mooring

Minutes: Treasurer Laurie Bromley

Apologies: John Whittaker, Jennie Campbell, Hamish Campbell-Whittaker, John Stokes, Alan Wright and Renate, Bruce Meppem, Keith Higgens, Fran Bromley, Lyn Bowden.

New and Intending Members: none.

Minutes of last meeting: proposed Eric Hanich, seconded Peter Wards

REPORTS

President: Alan Wright has had a knee operation, but is doing well.

Recent activities, Run to Berri was well attended. Lucas injector workshop run by Geoff Byrne was a very successful event, thank you to Geoff and Rhonda Byrne.

The proposed visit to Sydney Helicopters had to be cancelled due to problems at the helicopter base.

We have received an email from Robert Crimble, congratulating Jeff Breen on the quality of the last Tread issue, which he had read at Lawrie Pacing's home in Adelaide.

Secretary: John is away, one magazine received in the post box.

Vice President: Absent

Treasurer: Membership renewals totalled \$480 since last meeting with \$681.42 expenditure on printing, postage, CSCA affiliation (\$150) and \$60 on the Spencer Martin autobiography for the library.

Funds stand at \$25,325.91 in the club account, with \$20,234.26 on term deposit and \$23,000 in the National Account, total funds \$69,274.03.

Social Secretary: There was a massive turn out for the National Day of Motoring in Berri this year.

Next event is the picnic day to Warragamba Dam on 20th June.

Christmas in July at the Carrington, Katoomba on Sunday 18th.

31st June is the Newcastle All British Day

1st August will be the Pinkstone observation run.

Later will be the Shannon's Day at Eastern Creek, a ladies day run to the Blue Mountains, and social run to the All Triumph event at Wakefield Park.

Hunter Group: No report

Point Score: James reminded members that point could be earned by articles and pictures published in the magazine.

Vehicle Registrar, Membership CMC: 15th August will be the Shannon's Display day. We have 18 tickets left.

Norbert attended a CMC seminar on concessional registrations. The RMS will be strict on vehicle compliance, with responsibility falling on the club to ensure compliance, if in doubt apply for CVS registration. Some examples of compliance for HVS are to include factory options available at the manufacturing date, for example a Dolomite can be upgraded to a Sprint specification. Norbert recommended reading The Preserve, the CMC magazine, for details.

Coffee and Cake: Keith was absent but the last Coffee and Cake at Vanilla Cream was well attended, the website incorrectly list two visits to the Black Cat White Cat Cafe, this will be corrected. Next coffee and cake will be at Carss Park.

Ecurie Sports car racing: Geoff Byrne reported 23 attending his Lucas workshop! Next weekend the HSRCA meeting to be held at Eastern Creek will have the largest numbers of entries in years with 40 cars entered in group S.

Regalia: The latest regalia and ordering form is available on the web site.

Webmaster: Eric is working on paying for dues, regalia and tickets by EFT or credit card using PayPal.

General Business: Lindsay Day was presented with the 2020 clubman award.

A metal TSOA badge is available for sale, best offers please, also some embossed drawings of Triumph cars.

4th July the Rolling 30 display day with a charge for entering.

Norbert advised of two new members, one of whom had inherited his grandfathers Spitfire.

Laurie spoke of some sheds he had visited recently, one of which contained a large number of Triumphs. A possibility for a future run?

Meeting concluded with another Roger Gates trivia, thank you Roger!

Meeting closed at 8.47pm.

11. I went to buy some camouflage trousers the other day but I couldn't find any.

12. A man woke up in a hospital after a serious accident. He shouted, "Doctor, doctor, I can't feel my legs!" The doctor replied, "I know you can't - I've cut off your arms"

Hunter Happenings

TSOA Hunter Area Meeting 01 June 2021

Present: David Hynes, Michael Debono, Ian Lovi, Chris Lancaster, David Walshe, Rick Schmalzer, Bryan Mclean, Graham Paterson, Terry Burns, Rowan Burns, Michael O'Brien, Alan Watson, Rob Guyder

Apologies: Barry Prasil, Daniel Herringe, John Derrick, Wayne Wheaton Steve McGill, Michael Markey, Chris Johnson, Doug Brodie, Damien Whittaker, Bruce Milner

Events on the horizon:

16 June 2021 10am Coffee and Cake Cafe@Mortels 1 Weakleys Dve Thornton 2322

20 June 2021 Eurofest Car Festival Newcastle East meet at the Fish Cop at 8.15am for entry before 9am if exhibiting

17 July 2021 Christmas in July Newcastle contact David Walshe on 0409885342 please contact within a fortnight if attending

21 July 2021 10am Coffee and Cake Medowie Macadamias 672 Medowie Road, Medowie 2318

31 July 2021 All British Day Newcastle Newcastle East

1 August 2021 Graham Pinkstone Memorial Run

General Business:

Michael Debono : Michael attended the Lucas Mechanical Fuel Injection workshop presented and hosted by Geoff Byrne at his Turramurra home workshop. Michael reports it was an excellent event and attended by 21 members.

Chris Lancaster : Chris and his wife travelled to Geelong taking a week to get there and spending time in some interesting places on a wonderful road journey. Chris strongly recommended the Temora Air Museum. While examining the exhibits he noticed a Hudson Bomber and recalled that his uncle used to conduct cartography from such an aircraft. Chris inquired with staff further about the Hudson and learnt that it was the very craft that his uncle flew in. The Museum had taken the plane back to its wartime livery as opposed to the livery when it was owned by Adastra Aerial Surveys. The other great places Chris enjoyed were the National Motor Racing Museum, Bathurst, McFeeters Motor Museum Forbes, Chrysler Museum Forbes, National Holden Museum Echuca, The Depot Car Museum in Deniliquin, The Gasworks in Junee and the

Feasts Car Museum in Port MacDonnell S.A. What an interesting journey, the Grand Tour!

Graham Paterson : Graham had nothing particular to report but eliminating an issue with the SP250.

Bryan Mclean : Bryan told of finding a nut so tight on his MX5 suspension that he utilised a very long bar in an attempt to undo it. The socket duly rounded the edges of the nut after enormous torque was applied to it, leaving Bryan with a significant problem. Bryan made inquiries and purchased a Metrinch socket to undo the damaged nut. This it did wonderfully, and Bryan showed members the Metrinch, together with a terribly rounded nut which it managed to undo. A great tool that could really save time and a lot of worry.

David Walshe : David in some readings found mentioned the correct oil for SU dashpots is SAE 30. He reports having enjoyed travelling recently in the Forster area.

Michael O'Brien : Michael had nothing particular to report but touched on matters dealt with in his continuing series of articles in TRead. Michael has found some excellent material of interest to our group at this website <https://www.aronline.co.uk/>

Rowan Burns : Rowan has his engine parts ordered and has been treating his chassis. His wheels have a buyer and they are off to Western Australia.

Rob Guyder : Rob decided to sell his MX5 and within a few days of advertising it, it was sold. He has replaced it with a 2020 ND MX5 with only 4,500 km and 4 pot calipers and coil overs fitted by its short lived owner.

David Hynes : David and Judy have visited the Shoalhaven area recently and he reports temperatures as low as -5 C!

Terry Burns : Terry tells of more enjoyable temperatures in Canberra, 16 - 20 C while they looked at Museums there. Attending the Berry Car Festival on the return journey. Terry saw a row of TR6s there as well as a TR4, not to mention a recent McLaren.

Alan Watson : Alan thanked Ian Lovi for his efforts with the Coffee n Cake runs. The group joined in with those thanks. Even though the attendance is not large, the availability of such an event is helpful and enjoyable for members. Alan reports his TR6 is having its Metering Unit sent to Brisbane for attention. He and his wife have had the Anchorage paid by their kids for this weekend. Alan emphasised that members should think of weekend runs, particularly during Winter.

**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

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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.

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MARQUE REPRESENTATIVES

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

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

MAGAZINE ADVERTISING –
Contact Editor

Classifieds: Two issues
Up to 5 lines. Photo/s at editor's discretion
Free to members; non- members, \$10

Display ads: Yearly rates, 11 issues.
Full page (130x180) \$450, Half page \$225 (130x90)
Quarter page (65x90) \$125 / \$60 to members.

Advertisers receive 11 complimentary issues of the magazine except members 'quarter page advertisers who receive the magazine as part of their membership only.

CLUBMAN POINTS FOR MAGAZINE ARTICLES

Clubman points are awarded each month for articles published in **TRead** as follows:

- 10 points for all original articles of substance.
- 5 points for all other articles.
- 5 points for photos or as judged by editor.

Deadline for articles/photos is the 25th of each month (unless otherwise highlighted elsewhere).

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

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06. Two cannibals are eating a clown. One says to the other:
"Does this taste funny to you?"
07. "Doc, I can't stop singing 'The Green, Green Grass of Home.'"
"That sounds like Tom Jones Syndrome."
"Is it common? Well" It's Not Unusual."
08. Two cows are standing next to each other in a field.
Daisy says to Dolly, "I was artificially inseminated this morning."
"I don't believe you," says Dolly.
"It's true, no bull!" exclaims Daisy.

TSOA NSW EVENTS CALENDAR

(as at 25 June 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)



With the current COVID-19 regulations and the stay at home orders in force, members are advised that all event dates are subject to change, you are advised to check dates frequently on the TSOA website Event Calendar.

JULY

- Sun 04 ——— Social Run* Donald Healy's Birthday Celebration-
CANCELLED
- Tues 06 Hunter General Meeting* - Alan Watson – 0418 662 114
- Wed 07 TR Register Coffee and Cake –
John McCormack – 0413 312 134
- Tues 13 Sydney General Meeting* TBC –
Lorraine Mooring – 9652 0664 / 0410 468 663
- Fri 16 to Wed 21 Run allowance days for Xmas in July event*
- Sat 17 CSCA Super Sprint*- Round 4 –
Marulan – Glen Coutinho – 0418 640 188
- Sun 18 Xmas in July* - Carrington Hotel Katoomba –
Geoff Batty – 0428 242 597
- Wed 21 Hunter Group Coffee and Cake – Medowie Macadamias –
Ian Lovi – 0428 396 849
- Mon 26 Committee meeting – Lorraine Mooring - TBC
- Wed 28 Coffee and Cake – Keith Higgins – 0409 656 577 - TBC
- Sat 31 All British Day Newcastle* - David Walshe – 0409 885 342

AUGUST

(Fri 30/07 to Mon 02/08 Run allowance days for Pinkstone Run)

- 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 18 Gorokan Lunch Run with Thoroughbred Club –
 Lorraine Mooring – 9652 0664/ 0410 468 663
 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
 Sun 12 Social Run* Ladies Day – Megalong Valley Tea Rooms –
 Geoff Batty – 0428 242 597
 Tues 14 Sydney General Meeting* –
 Lorraine Mooring – 9652 0664 / 0410 468 663
 Sat 18/Sun 19 CSCA Super Sprint* Round 6 TSOA / ATC –New Regularity
 format to suit everyone - Wakefield Park –
 Social Event Sat night - Glen Coutinho - 0418 640 188
 Mon 20 Committee meeting – LM – (TBC)
 Wed 29 Coffee and Cake – Keith Higgins – 0409 656 577

OCTOBER

Tues 05 Hunter general Meeting* - Alan Watson – 0418 662 114
 Wed 06 TR Register Coffee and Cake –
 John McCormack – 0413 312 134
 Sun 10 Social Run* Bocce – Summerland Point –
 Geoff Batty – 0428 242 597
 Tues 12 Sydney General Meeting* and NSW AGM* (TBA) –
 Lorraine Mooring – 9652 0664 / 0410 468 663
 Sun 17 All British Day and Concours* - The Kings School
 Parramatta – John Stokes – 0433 826 880 or
 Craig Sankey – 0417 286 903

Mon 18 to Fri 05 Nov - Run allowance days for Nationals Event SA.

Fri 22-29 TSOA Nationals South Australia* JS – 0433 826 880;
 Itinerary – Jeff Breen – 0419 203 295
 Wed 27 Coffee and Cake – Keith Higgins – 0409 656 577
 Sun 31 CSCA Super Sprint* Round 7 SMSP North Circuit – JDCA –
 Glen Coutinho 0418 640 188

09. An invisible man marries an invisible woman.
 The kids were nothing to look at either.

10. Deja Moo: The feeling that you've heard this bull before.

CLASSIFIEDS

FOR SALE:

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



- 4 x chrome wire wheels 13x5 1/2 inch
- 1 x painted wire wheel – 13x4 1/2 inch.
- 4 x hubs + spinners
- **PRICE: \$850 the lot**
- **CONTACT: Graeme Corbett – H: 02 62994920 or M: 0437 679 497 email: gicorbett@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**

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



FOR SALE/AUCTION:

- A rare opportunity to purchase this much sort after metal Triumph Badge – Brand new – Unmarked Made in England. This badge has been donated by Keith Higgins



- Collection of three commemorative wall plaques made in the UK - 28cm X 14cm each – plastic – Donated by Mark Larmour.
- Make an offer via secretary@tsoansw.org.au or via any Committee member. Proceeds from the sale of these items will go to TSOA

FOR SALE:

- **2500 EFI Turbo engine complete (less ECU).**

- Includes coil packs ignition module, and sensors, alloy radiator, intercooler and plumbing ,
- 85 amp alternator, reduction drive starter
- New Sanden A/C compressor, brass button clutch plus many extras all at a fraction of the cost invested



- **All offers considered .**

- **2500 4 speed gearbox with j type overdrive and tail shaft,**

fitted with new double bearing countershaft , reverse gear and o/d pump (cost \$1600), gearbox had been previously rebuilt with all other components in excellent condition.

- **\$2000**

- Both units have only travelled approx 5000 km since build and still in car ready for road test

- **Contact: Steve Ralston - 0411 755 758**

- **Reconditioned Original Lucas Fuel Pump,**

not used, was a spare for my TR6.

- **Price \$200, plus postage.**

- **Ian Reynolds, 0417 473 029**

