

The TRIUMPH

February 2024

TRUMPET

The Triumph Car Club of Victoria Magazine



THE DOLOMITES Part One



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The TCCV is an Authorised Club under the VicRoads Club Permit Scheme.

Articles in the Triumph *Trumpet* may be quoted without permission; however, due acknowledgment must be made. This magazine is published monthly, except January, and our aim is to mail the magazine by the second Wednesday of each month. Articles can be sent to the Editor at any time.

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Design and production of the *Trumpet*:
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THE COVER STORY

The history of the Triumph Dolomite is a story in two parts. The first Triumph Dolomites were launched in 1934, with the second incarnation coming some 40 years later in 1972.

In this issue of the *Trumpet* we are going to feature the first part of the Dolomite story.

Triumph Dolomite (1934–1940)

The Triumph Dolomite is a car that was produced by Triumph Motor Company from 1934 to 1940. It first appeared in 1934 as a sports car and the name was also used from 1937 on a series of sporting saloons and open cars until 1939 when the company went into receivership. A number were still sold and registered in 1940, though it is uncertain whether the receiver or new owner turned out cars from spare parts, or sold off completed cars. All except the Straight 8 featured a “waterfall” grille styled by Walter Belgrove; versions of the saloons with conventional grilles were sold as Continental models.

Dolomite Straight 8

Conceived in 1933 by Triumph’s Donald Healey, Britain’s best-known rally driver of the day, and his friend and fellow competitor Tommy Wisdom, the Dolomite was intended to challenge the best of the Continental sports car opposition. Closely modelled on the charismatic 8C 2.3 Alfa Romeo, it endowed the Coventry-built 100mph model with the design of its straight-8 twin overhead camshaft supercharged engine. Likewise, the open two-seater

bodywork, the work of Triumph’s accomplished stylist, Frank Warner, echoed the Touring-bodied Alfa Romeo, down to its distinctive chrome trim and aerodynamically inspired tail fin, although he succeeded in endowing the Dolomite with its own very British persona.



However, this car did not make production, with only three being made. The engine was of 1,990 cc capacity with twin overhead camshafts and fitted with a Roots-type supercharger. The engine output was 140 bhp (100 kW) at 5,500 rpm, giving the car a top speed of over 110 mph (180 km/h) when tested at Brooklands. Lockheed hydraulic brakes with large 16 inch (410mm) elektron drums were fitted. The channel-section pressed steel chassis was conventional with a beam front axle and half-elliptic springs all round.

One of the cars was entered in the 1935 Monte Carlo Rally driven by Donald Healey but was withdrawn after being written off in a collision with a railway train on a level crossing in Denmark. **(Continued on page 6)**

Hello and welcome to 2024! I hope everyone had a very happy and relaxed festive season and that you are all now well into the swing of the new year.

The cover story for our first *Trumpet* for 2024 looks at the history of the Triumph Dolomite, firstly from 1934 until 1940, and then in March we'll feature Dolomites from 1972.

Alan Andrews has been very busy over the past month or so, and has submitted a number of stories for our reading pleasure. He attended a garage sale of Triumph parts – in the pouring rain of early December – at Barry Valentine's. Keep any eye out for another future sale day at Barry's.

Alan has also reported on the TCCV's Christmas event, held in early December at the Wheelers Hill Hotel. With 63 members in attendance it was a great start to the Christmas season and a fitting end to the year. There are lots of photos of the day in our PhotoBucket storage site.

If you signed up for the AOMC's Carbon Offset Scheme, it's now time for renewal. See page 11 for details.

TCCV member John Johnson has provided us with a story written by Ray and Keith Strong about Ray's Triumph history and the family's triumphs and tribulations of Triumph ownership! A labour of love over many years.

Sad news about The Roadster Factory in Pennsylvania, which was victim of a fire on Boxing Day 2023 causing extensive damage. Alan Andrews has provided us with coverage of that event by the *Tribune Democrat*.

Alan has also written about the Car & Bike Show at Yarra Glen, held in late November. Alan, Peter Welten and Terry Roche represented the TCCV.

Another piece by Alan is about GT6s in the US in the 1970s.

Many thanks to TCCV member Bernard Doherty who has sent me three very interesting old books: *Triumph Sports Cars*, the *Illustrated Triumph Buyer's Guide* and *The Secondhand Car Owner*. Future editions of the *Trumpet* will no doubt feature interesting snippets from these publications!

As always, if you have any stories to tell or photos worth a thousand words, please send them in. We are always looking for interesting words and images about all things Triumph.

I will leave you with this amusing note from Alan Andrews: *Beware the latest online purchasing scam. I ordered my wife some expensive jewellery for her birthday, but they sent car parts instead. Fortunately, they fit my Triumph.*

COPY DEADLINE

ANY TIME IS GOOD!

Or, if it is for the next edition, please submit copy/photographs by the last Friday of the month.

Please forward to editor@tccv.net
or contact

Fran Madigan on 0403 133 063



WHAT'S AROUND THE CORNER?



TCCV general meetings:

7.30pm on the third Wednesday of the month at the Manningham Hotel & Club, 1 Thompsons Road, Bulleen VIC 3105

Register on the TCCV website **by midnight the day before** the meeting.

Click on event for more information, flyers and booking/registration details for these and later events.

FEB. 18 / AOMC British and European Motoring Show, and TCCV Show and Shine

Yarra Glen Racecourse, Armstrong Grove, Yarra Glen. Featured this year will be 150 years of Fiat and 60 years Mercedes Benz Pagoda.

FEB. 21 / TCCV – General Meeting

FEB. 24-25 / Moorabbin Air Museum Wings & Wheels

Opportunity for car clubs to showcase their vehicles. Hot rod cars on Saturday and classic and vintage cars on Sunday. 10am-5pm both days at the Moorabbin Air Museum, 12 First Street, Moorabbin Airport.

MAR. 1-3 / Variety Rally Around Victoria

A three-day event touring Victoria. Maximum of 60 cars.

MAR. 10 / Coffee & Cars

Head up the hills to Gembrook for local coffee, cafes and bakery, and the The Motorist motoring museum. 77 Main Street, Gembrook, 7-11am. Second Sunday of every month.

MAR. 13 / TCCV Midweek Meandering

Meet at the north-east corner of the Brandon Park Shopping Centre carpark at 9.30am for an Observation Run/Scavenger Hunt. Lunch at Paradise Valley Hotel at Clematis. Limited to a maximum of 15 cars.

MAR. 17 / Brighton Classic Car Show

Organised by Brighton Rotary Club at Firbank Grammar School, 51 Outer Crescent, Brighton. 10am-2.30pm. Vehicle entry: \$25, spectators: \$5.

MAR. 20 / TCCV – General Meeting

MAR. 22-25 / Autumn Joint ACT/TCCV Event

Venue: High Country Motor Inn, Bright.

MAR. 30 / Rye 2024 Classic Show Cars and Bikes

Easter Saturday, RJ Rowley Reserve, Melbourne Road, Rye. Live music, food trucks, animal farm for kids. Gates open 10am, spectator tickets \$5, exhibitor tickets \$20 (incl. driver).

APR. 14 / Coffee & Cars

APR. 17 / TCCV – General Meeting

APR. 24 / TCCV Midweek Meandering

This event is an Economy Run. Meet at BP Sunshine, 139 McIntyre Road. Fill your tank ready for a 10am departure for a 150km loop via Woodend and Heskett, before returning to the BP at Sunshine to fill up again and calculate your car's fuel economy.

APR. 26-28 / Florence Thomson Tour

APR. 28 / 2024 Show and Shine

Joint TSOA and TR Register event at the Melbourne Steam Traction Engine Club, 1200 Ferntree Gully Road, Scoresby.

MAY. 4-5 / MotorEx 22

At the Melbourne Showgrounds, Epsom Road, Ascot Vale.

MAY. 12 / Coffee & Cars

MAY. 15 / TCCV – General Meeting

JUN. 9 / Coffee & Cars

JUN. 19 / TCCV – General Meeting

Events Coordinator: Peter Welten

m 0409 511 002 **email** events@tccv.net

or ann.welten@bigpond.com

For the most up-to-date and complete calendar for the year.

TCCV events are labelled with 'TCCV'.



TCCV Presidential Backfire

By Pete Byrnes, TCCV member #830



A belated Happy New Year to those members I haven't caught up with since Christmas. The Christmas lunch was well attended, and the number of classic Triumphs in the carpark

at the Wheelers Hill Hotel inadvertently created a mini classic car show... Our vehicles attracted some very interested spectators and compliments.

Well, what a busy club month we have in March – every week there's interesting activities listed and the TCCV calendar on the TCCV website has events all over the place.

Roger McCowan is running the mid-week meanderings event which looks like a lot of fun, ending in a nice lunch in the Dandenongs, and the joint TCCV/ACT event is in Mid-March at Bright, Victoria.



Janet and I are looking forward to being part of the Variety 'Rally Around Victoria' charity event on 1-3 March. If anyone who hasn't already donated would like to support the 'Variety – The Children's Charity' event, details are on the website, and every donation is valued and very much appreciated. And a huge thank you to those members who have already donated so generously.

Later in the year, the overseas trip to the UK for the 'Defence of the Realm and

Battle of Britain Tour' is definitely on and is listed for pre-booking in August events. Get in early to avoid missing out.

I've noticed recently that while valuations on our cars are still going up, prices at the top end seem to have stabilised. I had an insurance renewal notice recently which had the insurance valuation on the car significantly lower than its current apparent worth and replacement cost, so for a few extra dollars on the premium, we increased the sum insured to reflect current price expectations. It might be worth checking your insurance valuations to keep up with the market just in case some untoward event happens.

By the time you are reading this, the 'International Drive your Triumph Day' event, held annually on Sir John Black's birthday (10 February), will have been run, but if you didn't manage to get out and about on the day, well, every day is a good day to 'Drive your Triumph', so let's get out and enjoy some classic motoring while the good weather lasts.

I hope to see you all at one of the meetings or events soon. If you have anything you'd like to suggest for an event, show us your car(s) or have any maintenance tips or tricks you think others might like, you can contact any of the committee (details are online and in the magazine) or even write something for the magazine. Fran is always happy to receive articles to keep the magazine thriving.

As always, drive safely, and I look forward to seeing you on the road.

Pete Byrnes

Continued from page 2

Largely because of the financial troubles of the company, the car never went into production. Some spare engines and chassis were later assembled into complete cars by a London company called High Speed Motors (HSM).

A car as described above was displayed on Stand 135 at the Olympia Motor Show in October 1934 equipped with an Armstrong Siddeley-Wilson preselective gearbox. The wheelbase was eight feet eight inches and track was four feet six inches.

But with a selling price of £1225, the Dolomite was the most expensive British open two-seater sports car on the market and none were sold.

A new small Ford was available for £100.

Dolomite sports saloons and coupés 14/60



The Dolomite name was again used from 1937 to 1940. This time, the car had a 1,767 cc four-cylinder engine and saloon body. The design was overseen by Donald Healey and featured a striking new design of radiator grille by Walter Belgrove. The cars were marketed as “the finest in all the land”

and targeted directly at the luxury sporting saloon market.

Triumph had been moving progressively upmarket during the 1930s, and the 1938 Dolomites were very well equipped, with winding windows in the doors, automatic chassis lubrication, a leather-bound steering wheel adjustable for rake and reach, dual hydraulic brake circuits, twin trumpet horns, and spot lamps included in the price. There was even a tray of fitted tools slotted beneath the driver’s seat cushion, and for an extra 18 guineas buyers could specify a radio.



The body was aluminium over a rot-proofed ash frame. Like many Triumphs of that time, the car followed the American trend of concealing its radiator behind a flamboyant shining metal grill.[The British market, then as now, was in many ways a conservative one, however, and before Dolomite production was suspended completely, Triumph had time to introduce a “Vitesse”-branded version of the Dolomite on which the grill had been

The SENSATION OF THE SHOW

THE NEW

TRIUMPH DOLOMITE

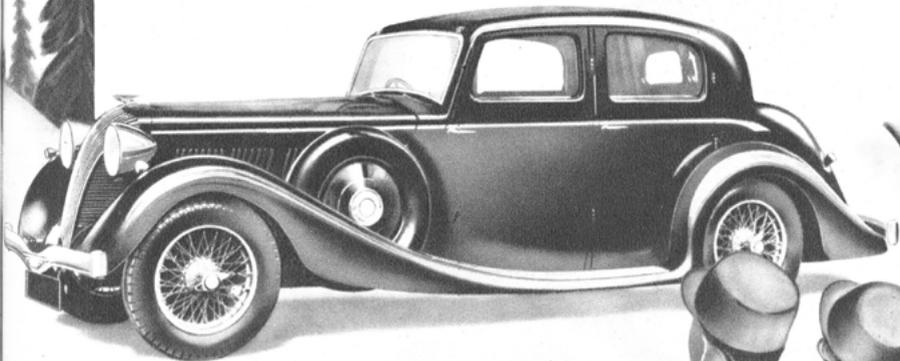
The new Triumph-Dolomite possesses distinction and character to a very marked degree. As the name suggests, the model is the outcome of many years' experience and testing in the Dolomite mountains, where Triumph cars have competed with such consistent and conspicuous success in International Trials.

These formidable testing grounds with their steep, tortuous passes, hold no terrors for the Triumph-Dolomite with its lively engine, four-speed synchromesh gear box and extremely powerful brakes.

Superbly proportioned and graceful, its very appearance conveys the impression of speed and safety which is more than fulfilled by the suavity of its road performance.

Those who appreciate the refinements of modern motoring will welcome the Triumph-Dolomite as a brilliant example of all that distinguishes luxury driving and riding from mere mechanical transportation.

14/60 SALOON	-	-	-	£338
2-LITRE SALOON	-	-	-	£368



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removed and the car's own radiator was exposed in the traditional manner.

Road test

A 14/60 four-door four-light saloon was road tested by *The Times*. Head clearance was described as moderate but it was felt there was good width and leg room for two persons in the back seat and the doorways gave "reasonable entrance". Interior fittings included three electric lights, two-way visors, a sliding roof, three ashtrays, an instrument board with large dial clock and speedometer, a telescopic spring steering wheel, wholly automatic chassis lubrication, a jacking system and a windscreen which could be wound out to give a direct view.

At the front the equipment included a stabilising bumper, two wind horns, two fog lights, two large headlamps and small side lamps on the wings. It was particularly noted that the modernistic front to the radiator was a die casting and not a tinny assembly.

Testers described driving the car as giving the impression of a fine feel of control and with an engine to match that. Smooth enough to be thought of as a six, the engine had "high mettle" and did not mind being called upon for speed affording almost "sportslike" pickup. The gearchange was considered "a delight" with a well located small remote control lever and excellent synchromesh. Steering was not too heavy. The driver was given a good view ahead and behind though the view through the back windows was rather small.

The steering and suspension were rated as "adequate", back passengers said they "travel with comfort", and top speed was found to be about 75 mph.

Price as tested was £348.

14/65

In April 1938 an increased compression ratio and mild further engine tuning justified a changed designation from 14/60 to 14/65 (where 14 was the fiscal horsepower and 65 was the claimed actual horsepower).

Roadster coupé



This is an open version of the 14/65, announced on 29 March 1938, with seating for three people on a single bench seat and "two additional outside seats in the tail, reminiscent of the dickey seat that was at one time common" for two more people behind". The hood folded completely into the body to give the appearance of an open sports car. The car was announced with the 1,767 cc (107.8 cu in) engine with twin SU carburettors. A two-tone (coffee and cream) version of this model featured in the 1945 film version of Noël Coward's *Blithe Spirit*, directed by David Lean. It was driven by Rex Harrison.

16 two-litre six-cylinder engine

In July 1938 a slightly longer wheelbase version powered by a 1,991 cc (121.5 cu in) engine fed by triple SUs joined the range while the saloon version featuring the same 1,991 cc engine still made do with just two SU carburettors. No power output figure was quoted by the manufacturers for the 1,991 cc Dolomite.

The cars received excellent reviews from the period motoring press.



2-litre Foursome drophead coupé

In 1939, less than a month after Britain declared war on Germany, and before civilian automobile availability had been withdrawn by governments in either country, *Autocar* magazine featured a road test of the two-litre Dolomite Roadster coupe. By this time the manufacturer's published price had risen to £495. The testers recorded a mean maximum speed of 78 mph (126 km/h), with a best timed maximum speed of 81 mph (130 km/h). Acceleration from rest to 50 mph (80 km/h) was timed at 15 seconds. The

testers appear to have been impressed by everything except the ambient weather.



2-litre Foursome drophead coupé



1/2-litre

In 1938 a smaller-engined version with a 1,496 cc engine was announced and available as a saloon or tourer. The 1,767 cc engine was an option at first but became standard in 1939.

WWII

The experience of producing hand-beaten aluminium panels made the Coventry plant where the Dolomite was built a natural candidate for aircraft production as this was ramped up. This also attracted attention from the Luftwaffe, and the plant fell victim to bombing in 1940.

From Wikipedia, the free encyclopedia

Triumph Parts Garage Sale Saturday, 2 December

By Alan Andrews, TCCV member # 572

It wasn't raining early Saturday morning, but the forecast was not good. Not a good day to take Ruby out for a drive. The Prado then.

Barry Valentine has many parts for numerous Triumph models. Saloons, Heralds, Dolomite Sprints, Spitfires and GT6s. Even the odd part for TR5 and TR6. Parts of engines, complete engines, injection systems, suspension, trim, interior, chrome, electrical, gauges, steering wheels, sets of wheels with tyres, etc. You name it, Barry probably has it.

The rain started on my way to Barry's place. I was first to arrive. Soon Anne and Lindsay Gibson arrived. Others then followed: Chris Burgess, Garry Gibson, Simon Hart, Stan and Christine Kollaris, Graeme Oxley, Stephen Parker, Theodore Rau, Phil Riley, Branko Rmandic, Nigel Ross-Gilder and Peter Welten. Sixteen in total, including Barry himself. An ex-Club member and son came by and took away a reconditioned 2500 engine mid-morning.

A few other items were purchased including chrome trim pieces, electric radiator fans, injection systems, half shafts. The shed proved an adequate shelter as the rain continued to fall. Helen and Barry provided coffee and biscuits on the verandah as we waited for a break in the weather.

But none came. Later, Graeme fired up the BBQ inside the shed. We all returned. Ate everything on offer

cooked expertly by Graeme. After, we checked that we had not missed buying a bargain on a 'need' or a 'want' basis, said 'Cheerio' and dispersed homeward.

And how many Triumphs graced the roadway outside number 5? Just one. Peter Welten arrived in his very nice 2500PI. All others drove their other car, predominantly 4-wheel drive SUVs.

Look out for a similar event at Barry's place sometime early next year on a guaranteed non-rainy day. Thanks to Barry and Helen for holding the event.





2023 TCCV Christmas Luncheon

By Alan Andrews TCCV # 572, for Graeme Oxley

The weather coming up to the day of our Christmas luncheon had been totally unpredictable. Rain, cloud and cold. I guess all with convertibles planned keeping the roof up or using their 'more modern'. Certainly I was. But waking up on Sunday 3 December, looking out the window showed promise of a 'top-down' day.

In previous years we have enjoyed this event at Lindsay & Anne's home down the Mornington Peninsula, and more recently at Roger & Linda's property in the Dandenong Ranges. They have always been well attended and the effort preparing the grounds for the event much appreciated. "Thank you" Lindsay & Anne and Roger & Linda for hosting our Christmas luncheons over the years.

This year was a departure from going to a member's place for a spit roast with all the trimmings. Instead, the decision was made to book the Wheelers Hill Hotel where the entire downstairs area was reserved for our 63 attending members. Abundant private parking space at the rear of the hotel was particularly appreciated by owners of the 17 Triumphs.

The three-course menu had limited choices with an alternate-servings arrangement. Virgin olive oil with fresh bread was replaced with calamari or pork belly entree. Main course was either Atlantic salmon or roast lamb. Two options for dessert finished the meal. Surprisingly, our Manningham Hotel discount cards were accepted when buying drinks. Bonus.

Towards the end of the meal, President Peter and Secretary David gained everyone's attention for speeches and presentations. Four trophies were handed out: Lady Club Champion to Judy Brown; Stan Fisher Award to David Ferguson; and Peter Shipley Award & Club Champion to Alan Andrews. Editor Fran Madigan couldn't attend the luncheon and so was unable to receive her President's Award from Peter – another day for that.

The level of chat and general camaraderie is testament to the success of the afternoon. Photographs of the day have been uploaded to our PhotoBucket storage.



AOMC Carbon Offset Scheme Renewals

It is a year since the AOMC Carbon Offset Scheme was launched in collaboration with Greenfleet, and therefore it is time to consider renewing for another year. Those members who signed up to this scheme will receive renewal invitations from Greenfleet but unfortunately the invitations are not clear on how to renew using the AOMC Carbon Offset options for heritage vehicles instead of the standard Greenfleet offerings.

Therefore when you renew your Greenfleet subscription please make sure you sign up to the AOMC Carbon Offset Scheme. The easiest way to do that is to follow the same link as last year, by following the instructions on the AOMC website

<https://www.aomc.asn.au/carbon-offset>

to sign up again, choosing the \$18 option for 3000 km per year, or \$36 for 6000 km per year



Triumph Triumphs: A Family Legacy on Four Wheels

*By Ray Strong, Father/Mechanic/Driver with eldest son, Keith Strong, Historian & Polisher
Provided by John Johnson, TCCV member #927*

My journey into the world of Triumphs began with a '52 Triumph Tiger 100 Twin. Looking back, I probably should have halted there, sparing my wallet from the impending financial rollercoaster. But, as fate would have it, my passion for motorsport beckoned, leading me to four-wheel adventures that would shape our family's automotive history.

Motivated by a need for speed, I acquired a race-ready sports car from a Sydney dealership. A creation by Spencer Martin that I drove home triumphantly, unregistered, passing through a police-attended major festival without a hitch. Cautious not to push my luck, I promptly built a trailer for future events.

Purchased during the release of Triumph's Herald model, this car, affectionately named the 'Herald Special', became the backbone of our racing adventures. Built on a Nota chassis, it featured Standard Ten running gear wrapped in a

KM fiberglass body. The engine, a Standard Ten powerhouse, underwent a transformation, with a bore to 980, hand-turned extractors using sand and forge technique of the day, and a 42mm Weber carburettor. The gearbox, now with a closer 3rd gear, danced in tandem with a 4.8 differential.



This Herald Special became a force to be reckoned with, hustling the 1500 cc entries on tracks like Warwick Farm & Oran Park and Hillclimb's at Nowra and Silverdale Hills among others. Its racing legacy lives on, now residing in the UK following an extensive renovation, found in a chook pen, and a transfer to Ford components at 1500 cc.

Our family's Triumph chronicles extend through various decades, with Triumph Herald Coupes marking pivotal points. The '60s and '70s saw the addition of two coupes, each with its own story. The latter, coupled with a sister car, underwent a meticulous rebuild, incorporating elements from the Herald racing car. A blend of heritage and innovation, this coupe boasted a mesh of original and racing parts, including a full-race cam, twin SU's, and hand-turned extractors.

The family fleet evolved with a Triumph Herald 1200 Sedan, my first new car and the first family car. Towing race

cars became a tradition, leading to larger vehicles like the Triumph 2000 and 2500. These cars, versatile as family tourers and tow vehicles, clocked countless miles in front of a Rice fully enclosed trailer with an Elfin Mallala inside, attending circuits and Hillclimb's across NSW.



My career as a mechanic intertwined with Triumphs during the Elfin racing years. Assisting a friend with his TR3A and TR5, both road-registered and competitive in Production Sports Cars, added another chapter to our Triumph legacy. The TR5, initially resistant to cornering, underwent roll bar modifications which allowed it to triumphantly and regularly lift a wheel.



A brief hiatus ensued as our family explored the realm of Blue Ovals, from workhorses to exotic models like the XW GT, Landau and '55 Ute. Yet, the allure of Triumphs remained, and as the family matured, the iconic peak cap and the Stag joined the fold. Purchased in Sydney, the Stag faced a hiccup just 20 miles from home – an engine

seizure. Undeterred, I aimed to keep it as close to stock as possible, tackling overheating issues head-on with an engine rebuild and water pump trials alongside a radiator replacement to tame the overheating issues endemic to this remarkable motor car.

Well, most of you readers and enthusiasts will have thought that was enough Triumph. At this point, however, the journey had only just begun. I decided to shake things up a bit – sold my workshop, downsized to the home garage, and surrounded myself with mates and metal. The empty shed quickly found a new purpose, housing a weathered Mk1 GT6 that looked like it had seen better days.



What followed was a ground-up rebuild, a labour of love and countless hours. The bodywork, extensive and challenging, required a skilled hand. The rear quarter had a run-in with fate in its

earlier life, and some daring individual had added a power bubble to the bonnet – a feat that took some serious effort to remove. After multiple years of dedication, it found a new owner, someone else caught in the dream of reviving this vintage beauty. His story mirrored mine with cars – two trips to Tasmania and passing it on to another enthusiast who couldn't resist making it his own on the spot.



At this juncture, a modernised outlook beckoned, leading to the purchase of a TR7. It was a bit rough around the edges, requiring some tender loving care. After investing time and effort to bring it back to life, I proudly displayed it on the forecourt of the local service station, which I once owned. Almost instantly, a fellow with cash to spare drove off with it – another lost soul succumbing to the allure of the TR7. This project, a decade in the making, slipped through my fingers before I could truly relish the fruits of my labour. What does one do in such a situation? Naturally, I did what any true Triumph enthusiast would – bought another TR7.

This one was a bit tragic, complete with a Targa roof and its own set of challenges. Over the next seven-odd years it underwent a transformation, evolving from a bit of a project into a bona fide thing of beauty. Then, as fate would have it, whispers through the

grapevine reached a keen enthusiast who showed up on my doorstep, expressing a keen interest in taking the TR7 off my hands. With the bride at my shoulder, brandishing a knife (metaphorically speaking, of course), how could I say no? And so, the TR7 found a new home, continuing its journey in the hands of yet another passionate soul. The cycle of Triumphs, it seems, is an unending dance between enthusiasts and their cherished machines.

Many readers likely share similar stories of triumphs and tribulations with their Triumphs. Our family, too, cherishes the countless hours spent touring in these iconic vehicles, creating memories that endure beyond the winding roads and racetracks. Triumphs have not just been cars: they've been companions on a journey through time, leaving an indelible mark on our family's automotive saga.

Excerpt from '1971 Hardie Ferodo 500' Official Program Mt Panorama, Bathurst:

"Quiet spoken Ray Strong, a sports car specialist with circuit racing and hill-climb successes built up over more than ten years of competition, makes an interesting partner for Mal Brewster, although this will be Ray's first 500. Both drivers are fast and neat, and their combined experience and professional car-tuning knowledge will stand them in good stead. Ray's current sports car, an Elfin Mallala, has been progressively developed under his care, and before the Mallala came along he had one of the fastest Herald-engined specials in Australia."



Christmas Fire Destroys The Roadster Factory

By Alan Andrews, TCCV member #572

You will no doubt remember the photo supplied by TCCV member Adrian Jackson of the “Triumph COVID Face Mask” featured on the website back in late 2021. Adrian bought one from The Roadster Factory (TRF), Armagh, Pennsylvania, USA. He reliably reports that TRF was destroyed by fire, cause unknown, just after midnight on Christmas Day.

TRF was a significant supplier and manufacturer of TR parts sold online. Its website features classified adverts for the private sale of cars and parts, and lists USA-based British car clubs and their events. From the news report below, it also stored cars, many of which were lost. Check the website to appreciate the full impact of the loss to the global TR community by seeing the

scope of the business: <https://www.the-roadster-factory.com/> One wonders if it will recover. Let’s hope so.

This account of the fire, by Joshua Byers, is from local newspaper *The Tribune Democrat* on 26 December 2023.

ARMAGH, Pa. – More than a dozen fire companies from two counties were called out around 1am Monday for what officials described as a total-loss commercial structure fire at The Roadster Factory in Indiana County.

Nearly 12 hours later, crews were still at the scene, dousing the rubble of The Roadster Factory in the 300 block of Killen Road, between Dilltown and Armagh.

“I would think we’re going to be here for 20 hours,” Armagh and East Wheatfield Township fire Chief Tom Fry said on Monday afternoon, “and then we’re probably going to get called back.”

The state police fire marshal was contacted to investigate the cause of the fire, Fry said. The fire marshal could not be reached for comment on Tuesday.

The roughly 48,000-square-foot facility was engulfed in flames throughout the early hours of Christmas morning while more than 100 firefighters tried to contain the blaze. As the sun rose, all that was left was a gutted brick structure at the front of the business and smouldering ruins behind.

The Roadster Factory manufactured and supplied parts for classic British sports cars. It was a British Motor Heritage Approved Supplier that provided

enthusiasts with access to original and reproduction parts, and it made custom components as closely as possible to the original specifications, according to its website.

“It is the goal of The Roadster Factory to make it as easy as possible for our customers to drive, maintain and restore classic British sports cars for fun, for transportation, for racing, or for show as they desire,” the company’s website says.

Firefighters managed to pull a few antique cars from the showroom. The vehicles later sat on the lawn in front of the building, but the full extent of the loss was unknown.

Fry said he didn’t know how many vehicles were lost in the blaze. A survey of the property revealed at least two cars burned and under rubble near the back of the building, several destroyed engine blocks, and numerous fire-damaged parts boxes, catalogues and manuals.

Many people stood watching the fire, including The Roadster Factory employees and the owner, Albert Runyan, who declined to comment.

Once the flames were under control and just billowing smoke remained, excavators were called in to move sections of metal roof and other debris to reveal hot spots and allow firefighters to continue dousing the debris.

In addition to the fire-caused destruction, the firefighters faced issues of their own in battling the blaze. Fry said hoses were springing leaks, and trucks were running low on fuel after

hours of idling, with few options to replenish their tanks. Water was also a dwindling resource, and several firefighters had to leave the scene for work and other responsibilities.

Only minor injuries were reported from firefighters working with the debris.

Fry expressed his appreciation for all the first responders who answered the call on Christmas Day. “I can’t say enough for them,” he said.

Armagh and East Wheatfield Township, Clyde, Brush Valley, New Florence, Seward and Bolivar fire departments and Indiana’s Citizens’ Ambulance Service were dispatched on the first alarm, according to Indiana County 911.

Minutes later, Jackson Township, Nanty Glo, Vintondale, West Taylor Township, Fairfield Township and Blairsville fire departments were called to the scene. Black Lick Volunteer Fire Company was dispatched to Clyde for standby and Homer City Fire Department was dispatched to Brush Valley for standby.

According to the 911 log, at 3:19am, Middle Taylor Township Volunteer Fire Company was dispatched to the blaze, followed by Cherryhill Township and Pine Township fire departments around 5am.





The Roadster Factory



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Car and Bike Show, Yarra Glen Racecourse, Saturday 25 November 2023

By Alan Andrews, TCCV member # 572

It started Friday afternoon at Yarra Glen and continued on and off (mainly "on") until midnight. Things were not looking favourable for the car show next morning. It is almost December and still the rain comes in bucket loads. I deferred getting Ruby ready because I thought the chances of going were practically non-existent with the racecourse being susceptible to flooding.

Imagine my surprise then to wake up Saturday morning to clear blue skies. Not a cloud to be seen. This revelation demanded an early breakfast and "get into the garage to spruce up Ruby" command from SWMBO. To be honest, Ruby was pretty much ready, but a chamois, a coat of Jay Leno's magic "Quick Detailer" and a hurried vacuum, put on the final touches. Ruby was looking good.

Imagine my second surprise when turning the key produced nothing but silence. I was expecting to hear that famous burble. But nothing. Dash lights on but no starter motor action. A quick check sourced the problem – a near flat battery. Now, where did I put those jumper leads? No luck. Rang Peter Welten. "Come round mate with jumper leads. Ruby not starting." "OK. See you soon". Still looking I found mine. Moved the Prado over against the house in the carport. Pushed Ruby alongside. Connected the leads and Ruby sprang to life. Rang PW. "See you at the Show. Got Ruby running". "OK".

Arriving early, I was able to have space reserved for four Triumphs. In the end just three represented the Club. But more drama. PW in his 2500PI, and Terry Roche in his TR6 – both came via Lilydale and Coldstream. A truck accident within one kilometre of Yarra Glen proved their undoing. All cars were being turned back. The shortest way to get to the show was go back towards Coldstream, turn left towards the Yarra Glen Dairy and proceed along St Huberts Road, travel through Healesville and back to Yarra Glen that way. An extra 20 kilometres or so. Eventually all three cars parked next to each other, but I think many entrants bailed out and went home instead. Pity, as the weather was fine all day.

So PAT (Peter, Alan and Terry) settled in to enjoy the Show. Lots of Aussie muscle and hot rods. Very few B&E vehicles. One 1920s Dodge identical, except in name, to the Essex my dad bought back in 1959 when we emigrated to Australia. You know the sort – four doors, lift-out windows, convertible, wooden spoke wheels, bench seats, room for a wedding in the back, slow but brilliant.

Typically, the food vans sold the usual fare – hotdogs, burgers, chirros, popcorn, fairy floss, sandwiches, ice cream, soft drinks, etc. PAT chose chips and coffee. Expensive.

One disappointing aspect, in my mind at least, was the absence of the usual trade stalls. There were some selling model cars and '50s dance dresses, but minimal. Two simulators, a racing car and a digger, proved popular with the younger set. "Mr Excited" walked around taking video, which he posted



on Facebook and can be viewed from the link on our Club website home page until the end of the year. Unfortunately, the three Triumphs failed to feature. If you look closely you may spot them in the distance. We scored just before leaving because one chap came around giving away spray bottles of Falken Tyre and Wheel Cleaner. He said they are worth \$50 to buy. PAT were very happy.

Each entrant was given a raffle ticket. PAT drew a blank in the winning department, but PW got close with his Purple 19 when Purple 20 was picked.

I chatted with John Markham of Unique Car Artwork. I gather he produces, in collaboration with "Mr Excited", a free online magazine featuring 'special' cars, not necessarily 'classics'. The magazine is not like others. Each car is a multi-page pictorial documenting the history of the car. He is amenable to attending a monthly meeting to explain what it is about. Go to:

<https://classiccarsworldwide.com.au>



The early afternoon forecast rain failed to show. Ruby's roof down all day. PAT came to my place for a cuppa afterwards. It was a very relaxing day. It was for a good cause too, being a Mental Health fundraiser supporting Eastern Health. Organisers thanked us all for coming, inviting all to return next year. Maybe more of us will.



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TWO TRIUMPH GT6s THAT WENT HEAD-TO-HEAD IN THE 1970s



*From Classic Motorsports, 6 June 2018 and
December 2023*

Photography credit : Tom Suddard

*Combined and submitted by Alan Andrews,
TCCV member #572*

Sports car racing in the 1970s all over the world wasn't just about the honour and glory of winning. It was for market share. Car manufacturers believed, and still probably do, that a win on Sunday meant a sale on Monday. In Australia, it was Mount Panorama with Holden, Ford and Chrysler. Still is, but with other models. British cars featured too – like Jaguar, Morris, MG and Triumph.

In America, Triumph promoted its sports cars across the country by dividing its Sports Car Club of America (SCCA) effort into two factions. Recent Motorsports Hall of Fame inductee Bob Tullius and his Group 44 team would field the East Coast races, while another emerging legend, Kas Kastner, would concentrate on West Coast events at the helm of Kastner-Brophy Racing.

For the 1972 season, both teams were

tasked with campaigning Triumph's GT6 in the D Production class. Triumph's hope was to see entries from both of its teams on grid at the season-ending American Road Racing Championships (ARRC), the event now known as the Runoffs. For this annual contest, the SCCA invites the top drivers from each division and crowns a single victor.

Triumph got its wish. While Tullius and Kastner were technically partners all year long, ever the racers, they were mortal enemies when it came time for the ARRC showdown.

For the 1972 season, Group 44 had Brian Furstenau drive its GT6. In addition to being Tullius's business partner, he was also an accomplished fabricator and, Tullius says, "one hell of a race car driver." Sadly, Furstenau died at the age of 50. On 21 July 1993, the 1949 North American T-6G that he was flying crashed. In 1973 John McComb, already a national championship driver, drove the GT6 for Group 44, Furstenau having moved to another Group 44 effort for that season.

In the Triumph world, R.W. "Kas" Kastner is seen as a guru. Decades after publication, his race technical manuals are still considered to be gospel. One of the most prestigious awards in vintage racing carries his name, the Kastner Cup. This annual award goes to a Triumph driver who not only excels on track but presents a clean car and serves as a steward of the sport.

He quickly became famous for that series of technical manuals. The subject: how to put a Triumph in the victory lane. During the '60s, Triumph could boast that it was the most widely raced manufacturer with the SCCA.

But his job at Triumph would not last forever. He left Triumph in 1970. Soon after, he hooked up with wealthy Salt Lake City media mogul John Brophy, and they formed Kastner-Brophy Racing.

Kastner-Brophy only campaigned the Triumph GT6 for the 1972 season with Don Devendorf at the wheel. Don had driven a Triumph Spitfire to his first SCCA national title in 1969; the following year he'd scored a championship for Kastner-Brophy in an earlier Triumph GT6.

Both Tullius and Kastner remember the GT6 as a fast, reliable racer.

Time travel 40 years or so to the 2010s. What happened to the GT6 race cars?

Triumph enthusiast Jim Dolan owns a pair of special Triumph GT6s: the very cars campaigned by Kastner and Tullius during the 1972 season. He grew up as a Group 44 fan, he explains, and happened to stumble upon the team's

GT6 back in 1994.

In 2015 he found the Kastner car via Bring a Trailer and was able to pick it up at a reasonable price. As Dolan tells us, he needs multiple track cars because he races with his three sons, Brian, Charlie and Pete, who invariably record faster lap times than him.

The cars are maintained by Fowler Automotive Street & Track of Glenshaw, Pennsylvania, and run at several events per year. Dolan notes that the gearboxes, a problem back in the day, have been updated, allowing the cars to deliver lots of reliable laps.

A look at the serial numbers shows that the cars came down the assembly line together: KF-146-L for the Group 44 car and KF-165-L for the Kaster-Brophy build. Both were immediately prepared for racing and have never turned a mile on the street.

As per SCCA rules at the time, modifications were limited. Some of the stock interior pieces even had to be left in place. Alterations to the bodies and drive-trains were extremely restricted.

Adding safety equipment, on the other hand, was a must. Fuel cells were just coming into vogue in the early '70s, and both cars received one. Roll bars that wouldn't pass a modern technical inspection were also installed.

Mechanically, what could be changed were the engine internals. Although the rather weak stock crankshafts had to remain, the rules allowed higher-compression pistons and some minor headwork. Radical camshafts were also permitted. And while SCCA rules

required the original Stromberg carburettors, the jetting could be improved.

As for the exhaust systems, teams could get rather creative. Both cars feature intricate, custom-built headers and straight-through exhaust systems that run out the side.

Triumph rated the street GT6 engine at 104 horsepower, but the race cars were said to make about 170. Track prep knocked the stock curb weight from 1016kg to 816kg, a decrease of 200kg.

Jim Dolan, our Triumph GT6 owner, has grown a love of vintage racing into a club. Dolan, his boys and some other vintage racers in the Pittsburgh area started meeting regularly at the Hartwood Restaurant and Whispers Pub to socialise and talk racing.

These meetups quickly grew into an unofficial group: the Hartwood Association of Racing Drivers.

The name was eventually shortened to HARD, and today the club boasts some 30 members, presents its own driving awards, hosts a holiday party, and organizes an autumn road rally in and around western Pennsylvania where, no doubt, many Triumph GT6s participate.



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MEMBERS' INFORMATION

By Roger McCowan, Membership Secretary,
TCCV member #8, membership@tccv.net

For the first time in ages, we have had two consecutive months with no new members joining.

Club Membership

As at 31 January, our total membership stands at 262, exactly as it was at the end of November.

My thanks to those members who have used the online update form to provide me with correct information concerning their membership and their cars. If you haven't already done so, please check your details on the Members Only pages of the TCCV website and then complete the update form (<https://www.tccv.net/members-only/forms/update/htmlform/update1-frames.php>) if any changes are needed.

A reminder that a Club Permit registration will not be issued unless you have met the requirements as set out by the TCCV, which includes being a current financial member.

Name Badges

Wearing name badges at meetings and events is encouraged to assist members getting to know each other as well as identify TCCV members at public events. Some members have ordered name badges for their spouses/partners. Please let me know if you require additional/replacement badges (\$10 each).

TCCV Membership

\$60.00 Annual Membership, with a **\$10.00** membership fee discount for eTrumpet in preference to a hard copy of the club magazine.

\$20.00 one-off joining fee applies from 1 July to 31 December only.

Additional membership information, including an application form, can be downloaded from the club website.

NOTE



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DID YOU KNOW?

The Spitfire name stuck around from 1962-1980 over five generations accounting for almost 314,000 unit sales. By contrast, the E-Type, Britain's most famous sports car, sold a little over 18,000 cars.

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A number of TCCV members are subject matter experts for particular Triumph car models and are happy to assist other members as 'car advisors'. If you need any help or advice about your particular model, for contact details of the relevant car advisors.



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