

Trend

APRIL—JUNE 2020

**HELP!! LET US OUT
OF HERE!!!**



**HAPPY
50TH TO
THE STAG**

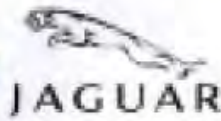


FRANK'S FEATURE

Look inside to share the journey with Frank 'The Historian' Jacobson as he discovers why Triumph never did all that well when contesting



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This month in TRend

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Come and Join Us

The Triumph Sports Owners Association (Qld) Inc. meets on the 2nd Wednesday of the month at the Vintage and Veteran Car Club Rooms, 1376 Old Cleveland Road, Carindale at 7.30 p.m. Members are invited to provide agenda items, prior to each meeting by emailing: secretary@tsoaq.org.au.

Club Runs

The Gold Coast Chapter of the Club holds a Run on the 1st Sunday of the month. The Brisbane Chapter holds a Run on the 3rd Sunday of the month (see Coming Events for details).

Contact Us

The TSOAQ welcomes interested parties seeking membership to write to the Club or email secretary@tsoaq.org.au. For more information, visit our website today www.tsoaq.org.au.

PLEASE NOTE: DUE TO SOCIAL DISTANCING ALL CLUB MEETINGS & EVENTS HAVE BEEN POSTPONED UNTIL FURTHER NOTICE

The TSOAQ appreciates the support of advertisers in this magazine. Acceptance of an advertisement does not necessary imply endorsement by the Club of the advertised product or service. Now that TRend has become a quarterly newsletter distributed to members by email, production costs are vastly reduced and we have virtually unlimited space for advertisements

The Committee has therefore determined that the cost of a Full Page advertisement will be \$100 paid annually (plus any artwork costs unless Finished Art is supplied). Please contact the Editor if you wish to book a page for your business. .

TRend Events

April—June 2020

Due to the requirements of Social Distancing legislation, all Queensland based car clubs have elected to suspend meetings, display days, social and sporting events until advice is received from Government that such precautions are no longer necessary.

TRend will continue to be produced every quarter and the TSOAQ web-site will carry updated information that the Committee views as important.

Vehicles registered as Special Interest may still be used in accordance with the conditions of the Scheme. Such use includes service and subsequent testing but try wherever possible to confine trips to your local area.

Please consult the TSOAQ website for details of any new restrictions that may apply to use of vehicles under Concessional Registration.

Stay safe, stay home wherever possible and we will all catch up when the need to isolate subsides.

VALE SIR STIRLING MOSS

News came through late on Easter Sunday that Sir Stirling Moss had passed away. He was 90 years of age.

Sir Stirling had been in poor health for several years but only in 2018 announced an end to all public appearances.

Widely regarded as the best driver never to win a World Formula One Championship, Moss had his career effectively ended in 1962 by a serious crash.

Prior to that he had finished runner-up four times, including to countryman Mike Hawthorn in the 1958 title.

Commencing his career driving British brands including Jaguar, Moss moved to Mercedes-Benz during the 1950s as team-mate to Juan Manuel Fangio before switching to Lotus.

In 1955 driving a Mercedes 300SLR sports car he set extraordinary times and pioneered the use of pace notes to win the Mille Miglia road race in Italy.

After retiring from Formula One, Moss dabbled in a variety of events including the 1976 Bathurst 1000 where he was paired with former F1 Champion Jack Brabham.

Their race was over the second it started when Brabham mistakenly selected reverse in the pair's Torana and was hit from behind by nothing less than pertinent than a Triumph Dolomite Sprint.



The President's Message—April 2020 from Peter Connor

Greetings fellow TSOAQ members.

This is my first Presidents report and I would like to start off by saying a huge thank you to both Phil and Richard for the tremendous effort that they have both put into the club in their roles as President and Treasurer respectively.

When I first returned from working overseas and was looking to buy a Triumph, my first contact was with Phil, which was very helpful and cemented my thoughts about joining the club. I met Richard not long after and had the same experience, which further confirmed my positive perceptions about the club and what a great group of like minded people who are involved in this fun club.

I would like to congratulate Geoff on his move into the Treasurer's role and I am looking forward to working with Geoff and all our committee members to continue the growth and enthusiasm of the club.

A very short story of how I got into Triumphs. In the late 1960's, my dad was Sales Manager for an AMI dealer in Melbourne (Rambler Triumph Toyota) and he then moved into being a partner in a dealership, which eventually became a Toyota only franchise. As a kid, I spent a lot of time in Triumphs, particularly 2.5 PI saloons and the occasional TR6.

I can still hear dad coming home from work from streets away, with that big 6 roaring as he was swapping cogs like there were no tomorrows! Mum would just shake her head as he pulled up in the driveway. He loved the PI saloons. Those memories just stay forever. As you know, I don't have a PI saloon, but I enjoy the Stag just as much.

What have I owned? I have always had a thing for British cars, having owned at least 5 Rileys, a couple of P6 3500 Rovers, a 1966 Daimler, a Morris Minor and then a few MX5s in the mix.

Mum always drove Hillmans and a Humber Vogue and as a very young child, she had a P3 Rover. It's in the blood! However, my very first car was a 1954 oval windowed Beetle that I paid \$10 for and my brother and I pushed it home, because I was only 16. It didn't stop us driving it around later though!

Well that's probably enough for this issue and I am looking forward to serving as your a President. Thank you for having the confidence in me to lead this great club.

Peter.

WANTED—BRISBANE EVENTS CO-ORDINATOR

Those members who live in and around Brisbane and attend the Monthly Club Run will know that most of those events are planned and administered by the man who has just taken on the role of TSOAQ President, Peter Connor.

While the future for any kind of car club activity looks bleak there will come a day when we will get out onto the roads again and someone needs to pick up the baton carried until recently by Peter.

The task isn't too arduous, requiring creativity and communication skills but not an awful lot of time.

Planning a Club Run means finding somewhere to meet with sufficient space for up to 25 cars and somewhere with similar parking space to finish (usually with a lunch, morning tea or dinner) with some interesting roads linking the two.

Runs can take 1-3 hours (excluding breaks) and cover 80-150km. The roads should be interesting but not too rough and long dreary expanses of freeway are to be avoided if at all possible. Instructions normally won't be needed as participants are expected to watch their mirrors and try not to lose sight of the car behind.

Destinations can include restaurants and cafes, historic buildings or towns, motoring events or displays or a TSOAQ member's home where there may be a BBQ or other type of meal. The Co-Ordinator will need to let attending members know what they need to provide and what is being supplied.

If you're interested in being this vital cog in the TSOAQ machinery give Peter Connor a call on 0448 224 778.

WILL THE GLOBAL MOTOR INDUSTRY SURVIVE CORONAVIRUS?

With wisdom from some of Europe's best-informed industry analysts we look at the troubles that have befallen car making since the 1920s and where we go to from here.

The Coronavirus or COVID-19 is a threat that cannot be ignored or trivialised. The only hope of halting its spread and negating its deadly effects seems to lie in development of a vaccine and that is some time away.

Meanwhile, life goes on and people need to travel. Once the global lock-downs and restrictions are eased or lifted, access to a means of personal transport will be more important than ever.

Virtually everyone who reads these words will own or have access to a car. Most of us more than one. In the wake of most crises that have afflicted the world there have been ramifications good or ill for the automotive industry and individual vehicle owners. The questions on many lips during recent weeks will for certain have included; "What happens this time?"

In truth nobody knows because the last threat of similar size to global health occurred in 1918-19 when private motor vehicle ownership was virtually non-existent. Nothing would stop the amazing Henry Ford however and sales of his T Model almost doubled from 435,000 in 1918 to 820,000 during the following year.

That resilience helped again a decade later when the Great Depression wiped out hundreds of vehicle brands almost overnight. Others were so seriously wounded that they would stagger on for a decade before failing to re-appear after World War 2. Ford again was a standout, with record sales achieved by his A Model and then the launch of an affordable V8.

WW2 of course put on hold all manner of private vehicle production and sent prices for used cars to laughable levels once hostilities ended. Could that happen again if the Coronavirus shut-down drags on? Very unlikely, especially given global estimates of more than four million new vehicles sitting in dealer and factory stockpiles.

The 1950s saw sales build and then boom during the 1960s. The world car market in 1970 stood at over 15 million and looked invincible. However, most of them ran on petrol and it was via the empty nozzles of fuel stations that the next threat emerged.

1973 brought an Oil Embargo imposed by OPEC and directed principally at Europe and the United States. European governments responded with bans on driving and car-free days became commonplace. In the USA virtually every State took the opportunity to expand revenue from traffic offences and adopted the new national speed limit of 55 miles per hour.

In Australia, fuel costs rose from 10.5c/litre in 1972 to 33c/litre by 1980. Again the character of the car market would change, with a decline in demand for larger-engined models. However the overall market continued to surge.

Car sales also hardly blinked in 1987 when 'Black Monday' wiped out fortunes in a single morning and reduced share values by around 50 percent. Sure it became harder to sell a new Cadillac, Benz or BMW but demand for older, blue chip' collector cars climbed well beyond existing levels.

Most recently in 2008 we saw the Global Financial Crisis, which brought significant social and financial disruption to the developed world. It rattled the banking and property sectors yet again would have minimal influence on the market for specialist vehicles.

Once the immediate influences of the GFC retreated, buyers returned to the market and from 2012 or thereabouts the global motor industry began to build strongly again.

This time will be very different, with huge consequences for new car sales but opportunities for those operating in other segments including the used vehicle market, repair and restoration businesses and sales of collector models.

On 31 March, the Chief Economist for European market analysts *Autovista* issued a depressing view of the industry's short-term prospects.

“As forecast providers, we are challenged by these developments like anyone else. We have mapped out various scenarios, which we will update regularly as assumptions are adjusted and more robust data emerges. In the UK, which was late in implementing severe measures to combat the virus, the number of cars sold

experienced a 32% decline during the same period. In France, Germany and Spain the decline is between 45% and 69%, also correlating with the extent and timing of the lockdown. We expect these numbers to worsen substantially over the coming weeks as the short-term demand shock will become even more visible and dealers remain closed with too little activity on the e-commerce front.

On April 6 following release of UK vehicle registration data, Autovista Group's senior data journalist Neil King issued this analysis of the trend.

As the global COVID-19 pandemic continues, current dominating questions for the automotive industry are: how quickly can the coronavirus pandemic be contained; how long will the automotive sector suffer disruption; and how quickly can the market recover? The three scenarios below grapple with these questions.

Given the dramatic impact of the coronavirus (COVID-19) on the automotive sector in the UK and globally, the Autovista Group base-case forecast for 2020 has been revised downwards to a 20% contraction, from 3% previously. In this base-case scenario, disruption is expected to continue for about six months.

'In our base case-scenario, I foresee a loss of 600,000 registrations in the coming months but not all of this pent-up demand will be recovered by the end of the year and hence the decline to 1.84 million registrations in 2020, 20% down on 2019,' explained King.

Extent of losses

The outlook for 2021 is largely dictated by the extent of the losses to registrations incurred in 2020 - the higher the loss in 2020, the higher the pent-up demand to be released in 2021.

Despite stark pessimism in how the UK will digest the economic aftermath of the pandemic in combination with the Brexit negotiations, there is a positive note.

The expected impact on used-car values is not as severe as in other markets even in this darker scenario.

By 2021, the UK will have fully recovered in terms of used-car prices to levels close to today"

As a small and isolated market with no manufacturing base any more, Australia will suffer a decline in availability and sales of European and many Asian-sourced vehicles. How quickly these shortages manifest and what vehicles they affect will depend on the stocks being held by importers and dealers. Supplies of parts for servicing, mechanical and crash repairs may also become scarce and back-ordering even where air-freight is viable might be a lengthy process.

Replacement parts for our various Triumph models will usually be sold by suppliers in Britain or the United States but originate in the factories of Europe, SE Asia and India.

Although exchange rates are at their worst for some time, now may be a good time to search the stocks of local and overseas sources then order what you need.

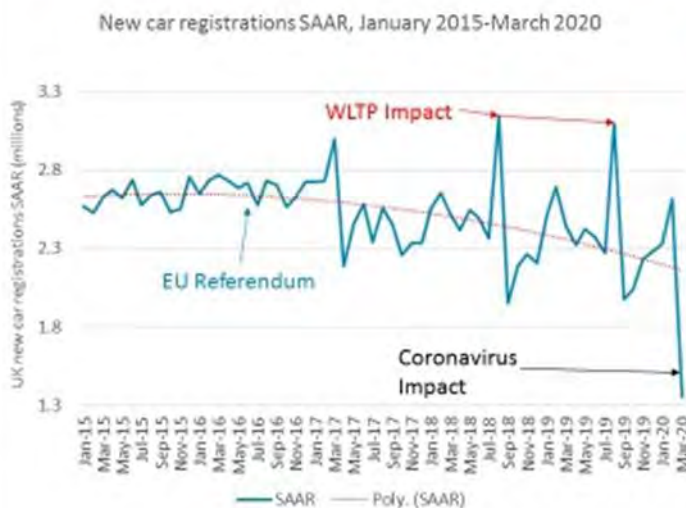
Restocking could be a long way off and who knows what the need to restart a complex supply chain.

Recent moves by insurance companies to normalise use of refurbished parts in crash repairs will suffer far less opposition if the alternative is an owner waiting months for a new reproduction part to arrive from offshore.

Cliff Chambers

(acknowledging source material from *Autovista Group UK*)

UK new-car registrations - SAAR analysis



- UK SAAR based on average seasonality from 2009 to 2017
- General slowdown in SAAR since Brexit referendum
- SAAR spiked and tumbled with VED regime changes
- 2018 registrations heavily disrupted by supply constraints due to WLTP
- Demand recovered following the December 2019 election result before coronavirus effect from March 2020

Autovista Group

What We Hear

The Editor



Hi Everyone

Well nobody took the bait so I'm back in the Editor's chair for what is promising to be a wild and uncharted ride into the future.

They say a week's a long time in politics and around here that certainly has proven to be so. Poke your nose outside the door without valid reason and you're likely to have it stapled with a \$1300 'social distancing' fine. Even taking your Triumph to the servo for some fresh 98 to stop what's in the tank going stale could attract some blue light enquiry.

So what do you do when laid off, on Job Seeker or Job Saver, moping around the house for three months unable to go out even if you were allowed? Well, you could start on all of those little jobs around the car that you promised yourself would happen 'when I get time'. Time is now what we have plenty of.

Without cash to splash until we know where things are taking us this isn't the time to be leaping online to Rimmers or Witors and ordering up a whole stack of new parts. However most of us have a kit of bits under the bench; things like new sets of under-bonnet hoses or suspension bushes that would be far more useful if fitted to the car than sitting in a box.

Even cleaning is a way to pass some time and come away with a brighter, happier car. Start with the nasty, fiddly places that previously were ignored and you can achieve significant results without spending any money at all. Just look at those shelves full of accumulated equipment and cleaning products that can now be used for their specified purpose. Even if you do need a few new items there is bound to be a gift card that's been littering your wallet since Christmas and with it you can acquire some fancy new solvents, polishes and brushes; delivered right to your door.

Wheels, especially of the wire spoke variety, have the ability to turn a pleasant day's cleaning into a weekend of torment. Off the car they must come but don't just concentrate on the shiny parts. Turning wheels of any construction onto their face will reveal (unless you already are a scrupulous cleaner) a fearsome accumulation of brake dust, grease and road grime. A pressure washer accompanied by some fairly pungent wheel cleaner is a good way to start, followed by some less aromatic car-wash and perhaps metal polish to restore tarnished or rusty regions.

The interior is another place where entire days can easily be whiled away and a good strategy is to remove whatever you easily can to make the cleaning process more thorough and easier. Seats in early models normally unbolt very easily, providing access to all manner of nooks, crannies and places where things you thought lost forever might be hiding.

If you're not into cleaning or mechanical refurbishment during your days or weeks of isolation, how about digging through all those albums of accumulated photos and making some sense of them all.

Those of us in the Seniors category will probably have a carton or two of colour print car photos, taken who knows where and when. Lots of them will depict faces and places that do jog the memory and with luck there might even be a date code from the camera or photo processing lab. If you have a decent scanner, pick some significant shots and transfer them to an external hard-drive or USB which can be kept safe and separate from your home computer.

Shots taken recently using a digital SLR camera or phone will be more easily resized, edited, captioned and saved. Don't forget to take some current ones of your car up on jack-stands being cleaned from as a record of the Great 2020 Coronavirus LOCK-IN. Also some more on the glorious day when you're permitted to drive it again.

Finally welcome to my fellow 2020-21 Committee members; those returning and those in their positions for the first time. Also thank you for guidance and support to past President Phil Strong and Treasurer/Membership Officer Richard Graveur who made a new Editor's task less daunting than I feared it would be.

Cliff

TSOAQ EVENTS & RUNS - 2020

the last for quite some time

Hi All

Yes, it happened again. A drive to a venue to catch up with other members. Then it was on to BBQ and the Match a joint event featuring TSOAQ with ladies against the TR Reg-against the gentlemen. The Old Mug has to be a draw 28 runs each. The day when very well and everyone had a great time. The \$300 we raised over last year came from Members who did not have their Tee Key or Name badge on their Body when out in their TRs were fined \$5.

Yes, Paul Bingham was the Sheriff

The Members were very good accepting this by the way it on for this year again.

The \$300 raised was put into the STANTHORPE Combined Rural Fire Brigade bank account to help them out over a very tough time . Never too far in a TRIUMPH

Paul Bingham

THAT GOOD OLD

GOLD

COAST TRADITION

TSOAQ vs TR REGIS-

to Morning Tea then on like-minded people. Australia Day Cricket members of the TR Reg-against the gentlemen. The Old Mug has to be a draw 28 runs each. The day when very well and everyone had a great time.

RUN TO MT NEBO words & pics from Peter Connor



As we awoke on Sunday 15/3, we looked out from the back deck towards Mt Nebo and the Samford Valley, greeted by beautiful blue skies with a gentle breeze blowing. What a great day for a drive in the Trumpy!

MT NEBO RUN CONTINUED

We met at Bunnings Keperra for an 8.30 start, with a short drive up the Mt Glorious Rd, turning left at the T intersection to head for Mt Nebo and breakfast at the Cafe in the Mountains.

Despite the emerging Coronavirus concerns, we had nine cars arrive for the run with Mark Chandler arriving in his newly rebuilt white TR6. Thanks for coming along Mark and your car looks fantastic. Hope to see you at future runs.

Mark couldn't stay for the run, so eight cars headed off for the 45 minute drive through the mountains on great roads, with dappled sunlight shining through the trees.

Breakfast / brunch was enjoyed at the cafe and after a lot of mingling and chatting, it was time to head down the other side of the mountain into The Gap.

What a way to start a Sunday. Perfect weather, great company and a leisurely drive through the Mountains. It's hard to believe that this lovely destination is only about 40 ks from Brisbane.

Many thanks to all who joined for the morning - Mark, Peter, Jenny, Richard, Anne, Frank, Anne, Greg, Judy, Col, Gaye, Simon, Warren, Paul, Adrian and Nola. Thanks also to Judy for the photos.

Peter and Jenny



February Run to the Belvedere Hotel, Woody Point.

Given that February is generally quite hot, it was decided that a cooler evening run would be preferred for this month, aiming to finish up somewhere by the cool waters of the bay.

Kicking off from the 'car and motor bike' popular Main Street of the Samford Village (and a very full coffee shop), we had a very enthusiastic group turnout for a drive which headed towards Dayboro, turning off a little earlier to take us up through a number of places including Clear Mountain, Cashmere, Warner and Joyner. After having a brief look at Lake Samsonvale and seeing some nice, high water levels, we continued the drive past Old Petrie Town, Narangba and Burpengary.

I'm sure that the crew were wondering where the heck I was taking them, so it was time to give them back a bit of confidence and that I knew where I was going, by crossing the Bruce Highway, towards Deception Bay, continuing on with a bit of a windy drive through Newport and Scarborough.

What a nice way to finish the drive by travelling along The Esplanade at dusk, with a strong breeze blowing, arriving at the Belvedere Hotel at Woody Point at around 5.45 for drinks and dinner.

What a fantastic turnout! A crew of 25 for dinner! As per normal, lots of talk around the tables and then we all departed for a nice drive home in the dark, with roofs or windows down!

Thanks for joining the drive Anne and Frank, Col and Gaye, Sue and Peter, Bob and Karen, Joan and Pearce, Don and Delina, Simon and Becky, Ian and Sue, Don and Sandy, Adrian, Greg and Judy and Keith and Liz.



WHAT'S A TRIUMPH WORTH?

There has been some movement in Triumph asking prices/values in the last couple of years. Some have moved strongly, TR6 and TR5, others have moved a little, TR2, 3, 4 and Spitfire and Herald while the rest have hardly changed. That is the broad (very) generalization but some have moved to spectacular, wallet bulging levels.

"A factory Triumph TR2 that contested the tragic 1955 24 Hours of Le Mans stole the headlines at Silverstone Auctions' Classic Motor Show sale on 9-10 November 2019 more than doubling its \$200,000.00 lower estimate at \$517,500.00." Eye watering levels for a TR2!! PKV 374 had been restored to original Le Mans specification and returned to competition. It was an emotional and eagerly fought sale, setting a new World Record for a TR2 in the process.

Another Triumph with racing history, a 1974 Dolomite Sprint Group 1 is up for grabs at Duncan Hamilton ROFGO, purveyor of classic cars in the UK. It is an ex-works, Spa 24 hour car with a huge history file and race ready at just \$200,000.00. Not exactly, "Where's the cheque book. I must have it!" sort of money, but between this and the TR2 there must be folks around who love Triumphs.....nah! Just shrewd investors maybe, or crazy punters.

FJ



WE OLD FOLKS ARE NOT ALONE OUT THERE

New automotive data from Roy Morgan Research shows significant changes to who is likely to be behind the wheel in Australia, with the proportion of people in younger age groups who are driving decreasing while the proportion in older age groups rises.

The data also reveals that of those intending to purchase a new vehicle in the future, a growing proportion are older Australians. As of December 2019, the age group with the highest proportion of vehicle drivers is 50-64, with 93%. This was followed by those aged 65-69 (91%), 35-49 (91%), 70-74 (89%), 75-79 (86%), 30-34 (84%), 25-29 (74%), 80+ (71%), 18-24 (63%) and 16-17 (32%).

ABSOLUTELY AMAZING! THE STAG IS TURNING 50

Stag. A new kind of Triumph.



Triumph built its name on the back of sporting models like early TRs and the 1960s Spitfire. There was even a convertible version of the Herald but little willingness to turn the family-friendly 2000 saloon into an open-topped model.

That was until stylist Giovanni Michelotti wanted to build a Triumph-based show car and shocked management with a stunning roofless version.

The shape looked nothing like the Mark 1 2000 upon which it was based and Triumph back in England immediately collared Michelotti's project as a template for future production. That was in 1965 and it would take until 1970 for a road-ready Stag to appear.

The delay stemmed – wait for it – from managerial dithering and jealousies between Triumph and the Leyland Group's newly-acquired Rover division. Some people wanted the Stag to share Rover's 3.5-litre alloy V8 however that would entail design alterations and also the prospect of waiting while Rover allocated sufficient engines to its new Range Rover.

Instead Triumph persevered with its unique V8; an engine born from the siamesing of two four-cylinder 1500 blocks around a four-bearing bearing crankshaft then adding overhead-camshafts and alloy cylinder heads. Fuel injection was trialled but caused so many problems that twin SU carburettors were adopted. With a relatively low compression ratio the Stag V8 produced a conservative 107kW.

Development of the engine took considerable time and money and that is one likely reason for the scant regard paid to the design of its cooling system. From air-locks and faulty pumps to radiators contaminated with casting sand, early Stags suffered so many cooling problems that original owners would often on-sell their cars out of frustration.

STAG TURNS 50 CONTINUED

The rest of the Stag package was attractive and appealing and should have taken sales from Mercedes-Benz, Jaguar and even Rover. Michelotti had done an exceptional job of the styling and the rollbar with its central support not only eliminated body flex but was a distinctive feature as well.

The cabin was only slightly shorter than the 2000's but the Stag was most definitely a 2+2. Broad and comfortable seats were provided up-front but behind them the nicely trimmed rear bench was better suited to parcels or a dog than accommodating people.

Australia saw its first shipments of Stags in 1972. Most were automatic and in that form the V8 Triumph cost \$8029. By 1978 when the final cars were delivered the price had topped \$14,000.

Despite problems that would become common knowledge throughout the market, sales of export cars represented more than a quarter of the model's 25,877 sales total.

The elephant no one was mentioning though was the USA and Triumph's failure to sell anywhere near projected numbers of Stag's into the world's biggest market for V8-powered cars.

Stag sales during the model's three years of US availability totalled a miserable 2871 units; held back by unexpectedly poor performance, high pricing and unreliability. Imposition of a 'gas guzzler' tax in 1973 saw the model withdrawn from US sale.

Running changes to the cooling system, crankshaft and electrics ensured constant improvement however mechanical gremlins still surfaced even after the arrival in 1973 of a 'Mark 2' version.

These were distinguished by standard hard and soft-tops, blacked-out sills and tail insert. Dual coachlines ran the length of the body.



Most if not all cars delivered into Australia after this time had five-spoke alloy wheels as standard. The wire-wheel option was deleted and from 1975 air-conditioning was standard. Four-speed manual transmission with overdrive was a rare option.

Wheels magazine when testing an updated Stag in 1975 was at pains to emphasise that it was NOT a sports car. In fact, Wheels' Peter Robinson couldn't attach a tag at all and pronounced the hardtop/soft-top, 2+2 with its classy looks and miniaturised V8 to be 'simply unique'.

With fuel prices rising following the 1973 Embargo, selling any kind of V8 was difficult and Stag sales predictably slowed. By late 1975 the five-spoke wheel became standard to British sales and the final cars used Borg-Warner's improved Type 65 transmission in place of the ancient Type 35.

Cooling was still the biggest headache for service providers, especially in Australia with our hotter summers and greater demand for air-conditioning in our cars.

The Stag really was a good idea badly executed. As many subsequent owners have proven they can be made to work reliably and with enhanced performance when fitted with the 3.5-litre Rover V8—or even a 4.4-litre Leyland version.



Up to 1000 export Stags were likely sold into Australia and remarkable numbers have survived. TSOA National and State events attract a very good selection of cars.

Specialist magazine and online sales sites can be helpful tools to locate cars that survive outside the domain of Triumph clubs but be wary of poor maintenance and shoddy repairs.

Most parts needed to keep a Stag running are available from local and overseas suppliers, including a range of body panels and rust repair sections. Freight costs from the UK are high so check with suppliers before placing your order.



ENDURING TRIUMPHS

Triumph's first decades as a contender in Australian automotive endurance events

By Frank 'The Historian' Jacobson.

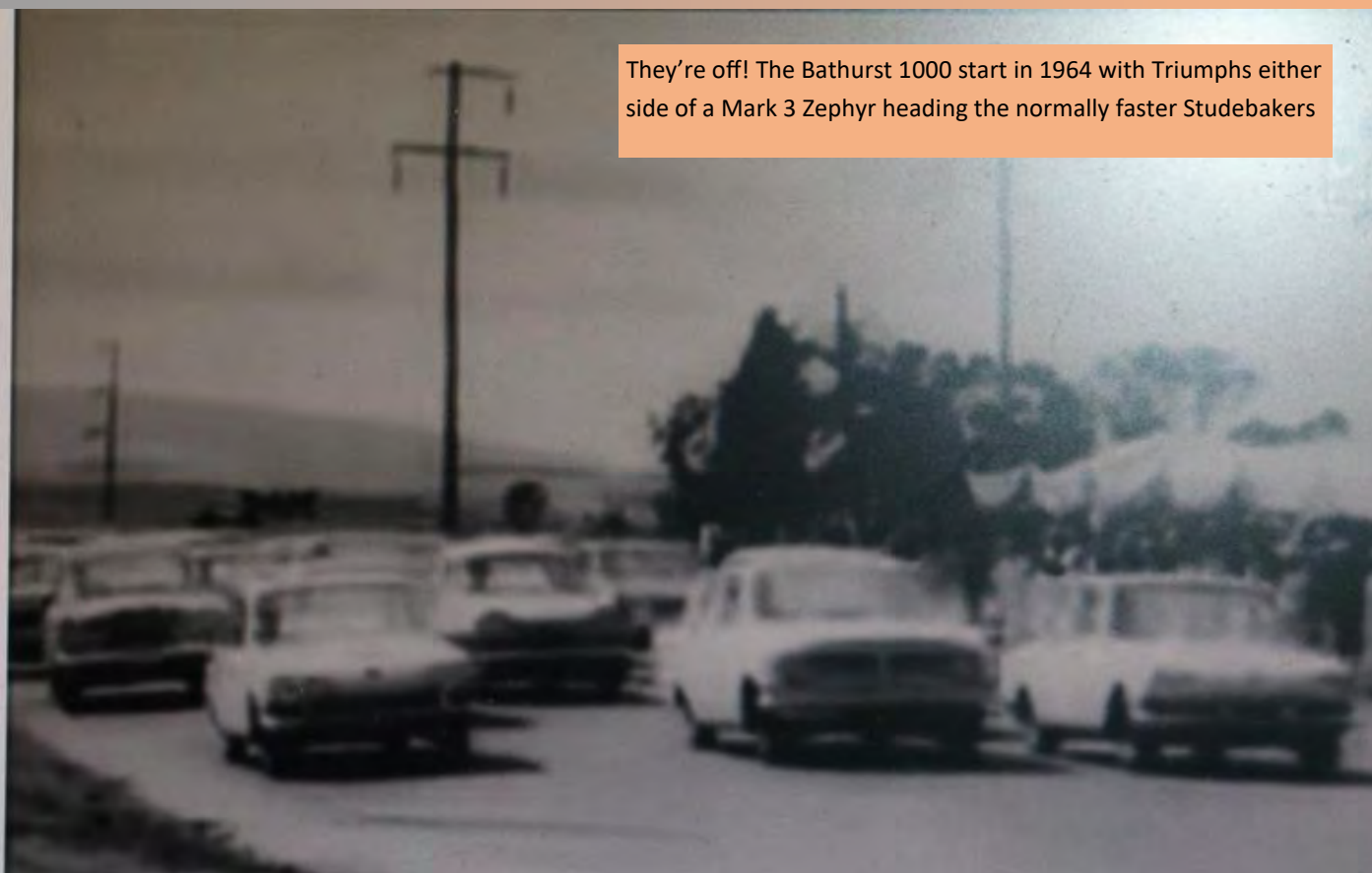
Attending the recent Bathurst 12 Hour Race got me thinking about Endurance Events and Triumphs. On the first Sunday in October were they there? The short answer is, yes, they were, so take a look with me at the 20 years from when Endurance Racing got serious in this country (1960) with the first Armstrong 500 to when Triumph ceased making cars we could race.

For those of you who are old enough and/or who have good memories, you will know that Triumphs didn't light up the tarmac at Phillip Island or Bathurst's Mt Panorama. They did compete with honor though and this history is about recognizing that and the interest and variety they brought to Endurance Racing.

Australia's Great Race started at Phillip Island in 1960 as the Armstrong 500 and the Triumph Herald was there! It was a two car "works" entry driven by Graham Hoinville, Aussie Miller and Ern Abbott but sadly neither finished. Not good!

However, a close relative in the form of a Standard Vanguard, 4 cylinder finished 2nd in Class "D" driven by none other than two legends of Australian motor racing in the persons of Norm Beechey and John French.

They're off! The Bathurst 1000 start in 1964 with Triumphs either side of a Mark 3 Zephyr heading the normally faster Studebakers



Not to be denied, Heralds backed up in 1961 and finished 3rd and 4th in Class "D" and it is of interest that the 4th placed car was driven by W. Jane, not Bob, but his brother Bill. One Herald driven by Hoot Gibson was disqualified because a mechanic dared to work on the car at a pitstop. The fuel delivery problem that was being experienced could easily have been fixed by the driver, a practice that was allowed under the rules. Rules is rules and they were to cause much grief over future years.

Motoring writer, the late Bill Tuckey, was a bit unkind when it came to Triumph Heralds. More than any other car in these events he made some less than complimentary remarks about Triumphs, Heralds particularly. Probably the most pointed of them was contained in his report on the 1961 event. "Bob Jane's brother Bill was in an Autoland Triumph Herald Coupe, a car that today one would seriously have second thoughts about parking, let alone turn loose on 1670 corners and 500 miles (800 kms) of the Island."

Despite that they finished 3rd and 4th in class and the other Herald entrant was disqualified on a non-mechanical technicality. Not too bad Mr Tuckey! So, on we go to 1962 which happened to be the last race of this kind at Phillip Island. Again, four Heralds were there with Hoot Gibson battling against the VW's. None of them finished in the placings which were shared by VW's and Morris 850's.

If nothing else, owners had faith in the Herald and its ability to deliver glory at the "Island". However, faith does not a motor race win, as we shall see next year with the running of the first event at Bathurst. However, since this is a story about Triumphs and endurance events it is relevant to mention the Bathurst Six Hour Race that the Australian Racing Driver's Club ran in October 1962.

This was an event for production sedans and sports cars. The Geoghegan brothers won by a big margin in a Daimler SP 250 V8 sports car with a Triumph TR4 (Landsdowne/Binnie) running second ahead of a Studebaker Lark. On a track that is regarded as V8 friendly that is a first class result. The big 1963 event at Mount Panorama was still the Armstrong 500, run over 130 laps totaling just under 504 miles (806.4kms).

In an overview of Class "A" it was described as; "all Volkswagen and Morris 850's apart from a forlorn Triumph Herald (oh, for the glorious days of Phillip Island)". It seems Bill Tuckey didn't miss yet an-



other opportunity to have a dig at the mighty Herald. So, we move on to 1964 and while there were no Heralds the Triumph 2000s have moved in to fly the flag.

Endurance wasn't a problem with a 5th and an 8th, 9th, 10th in Class "D". With classes determined by the new price of cars in the market place there appeared to be a bit of an imbalance as demonstrated by the Studebaker Larks finishing one, two, making their engine capacity advantage look fairly obvious. A picture of the race start shows two Triumphs getting the jump on the Studebakers. They were still there at the top of Mountain Straight.

In those times the highest priced class started the race first with the other classes following at 10 second intervals.

The Triumphs had every chance in the race with driver pairings such as Lex Davison (four times Australian Grand Prix winner) and Rocky Tresise, Max Stewart and Bob Salter. In the Herald's old class "A" the first 6 placings were filled by Vauxhall Vivas!!! A trio of Hillman Imps followed, one of them co-driven by P.West. Hmmm?

After a promising start in 1964 what will the 1965 event hold for Triumph? Two cars started with one being a "works" (Australian Motor Industries) entry. But they were now up against the Cortina GT500's in class "D".

The Max Stewart/Bob Young Triumph in 4th place followed home 3 Cortina GT500's but was ahead of the two Studebakers, Volvos and three more GT500s. A good result given the specialty of the Cortina's. The Russell/Wear Triumph rolled spectacularly in the Dipper and was retired on Lap 60.

You can all wipe away the tears as we move on to 1966. In 1966 Max Stewart and Bob Young were again battling hard in Class "D" only to finish 3rd behind two Valiant V8 auto's. They did finish ahead of the Kevin Bartlett/John Harvey Volvo 122S which was much closer in engine capacity to the Triumph than the Valiants.

It was the second year of the Cooper S and the first where the Mini was dominant; filling the first 9 places in Class "C" and 1st, 2nd and 3rd outright! In 1967 Max Stewart had moved to an Alfa GTV but Bob Young was back in a 2000.

Class "D" thought was now dominated by the Falcon GT, two of which finished 1st and 2nd The Triumph finished well down at 9th in class but by then it was a class with far more potential; ie cubic inches than before.

A NOTE ON PICTURE QUALITY:



Apologies for the quality of photos accompanying this feature. All of the good Bathurst pics are owned by a photo agency which (quite appropriately) is very hawkish about people breaching its copyright. Fortunately, the copyright holders of TV and news-film footage from the 1960s aren't as vigilant (and quite possibly not still with us) so snapping some freeze frames from those sources seemed to do an adequate job.

A spin with other runners closing fast was not the worst problem Car 9D would encounter during the 1965 Bathurst 500. See cover.



On to 1968 and there were no Triumphs to be seen in Class "D". Since the class was now totally dominated by V8's with one lone Fiat 124S it isn't surprising that they were a "no show". This time the Holden Monaro GTS took the first four places in the class with two of them finishing 1st and 2nd outright. However, we are interested in the second outright Monaro driven by NZ Grand Prix ace Jim Palmer and rising young star Phil West. They were part of David McKay's Holden Dealer Team.

We now arrive at the last year of the decade. The event was now the Hardie Ferodo 500 and 1969 proved to be the year of the GT HO Falcon with nine finishers in Class "D" but 1st and 3rd outright went to the Holden GTS 350. A win on points by Holden! There was not a Triumph to be seen. Were they a spent force? Join me in the next issue for "Enduring Triumphs... The Last Ten Years" to see if our brand re-appeared at the Great Race and if so how they went.

FJ



MAC'S BRIDGE DISPLAY FOR 2020 HAS BEEN CANCELLED DUE TO THE NEED TO MAINTAIN SOCIAL DISTANCING. A DATE FOR THE 2021 MAC'S DISPLAY WILL BE ANNOUNCED SHORTLY.

See the website for details.



Your 2020-21 Management Team

Executive Committee

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Darling Downs Rep. Graham Thompson	0411 039 985	
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Marque Captains

TR2/3/3B Greg Parker	0413 437 023
TR4/4A Graeme Spender	0411 451 369
TR5/250 Eric Burgaty "the 2nd"	0431 014 697
TR6 'Gordo' Reynolds	0419 730 176
TR7/ TR8 Phil West	(07) 5543 6466
Sedan Mk 1 (63-69) Steve Phelan	0450 955 423
Sedan Mk 11 (70-78) Gary Parker	0407 698 143
Dolomite/Sprint Gary Parker AH	07) 5541 2709
Herald/Vitesse Richard Graveur	0439 626474
Spitfire Geoff Johnson	0413 734 977
GT6 Colin Jacobson	0407 627 206
Stag Peter Connor	0448 224 778
Pre-War (1923-1939) Terry O'Beirne	0417 687 161

The Committee meets on the 4th Monday of the month at the Club rooms at 7.00pm and Club Meetings are held on the second Wednesday of each month at 7.30pm.

FOR SALE AND WANTED—TRIUMPH RELATED ITEMS

The lists of parts displayed below and on the following page were provided by long-term members Don and Sandy Milner. Some have been sold since the advertisements first appeared so to enquire give Sandy a call on 0402 029906.

STAG PARTS FOR SALE

NEW OLD STOCK

- 1 Head Gasket \$20
- 1 Set Main Bearings std. genuine \$40
- 1 Set Main Bearings +010 county \$50
- 2 Sets Main Bearings +030 vandervell \$30ea
- 1 Clutch master seal kit .70" \$5
- 1 Clutch master seal kit 1" also tr4-5, mk1 2000 \$5
- 1 Wheel cyl kit .80 \$10
- 1 Resleeved Clutch slave cyl 1" \$25
- 1 Resleeved Clutch slave cyl 7/8" also gt6, tr,mk2 sedan \$25
- 1 S/Hand Clutch slave cyl 1" also tr5 needs resleeving \$5
- 2 Contact Sets single point type \$5ea
- 1 condenser \$8
- 1 Rotor arm \$8
- 4 bypass hoses H/pipe to W/pump \$6ea
- 2 Heater hoses also sedan \$5ea
- 1 Bottom hose lower \$10
- 1 Bottom hose upper \$12
- 1 Top Hose \$12
- 1 Twin choke cable non locking \$20
- 1 Rad Cap 20psi \$8
- 1 Alt belt \$4
- 1 Air Cond Belt \$10
- 4 Rear T/Arm bushes Rubber also tr4a-6, sedan \$10 for 4
- 3 Front lower inner bushes Poly also sedan \$33 for 3
- 2 Front lower inner bushes rubber also sedan \$12pr
- 4 Diff mount bushes poly also sedan \$25 for 4
- 2 Tie/Strut bar bushes poly also sedan \$10pr
- 1 Kit Gearbox crossmember insulators also sedan \$20kit
- 4 Thrust washers for Strut tops also sedan \$20 for 4

- 26 Various thickness Water pump gaskets & all OHC \$5
 - 1 Bush in cyl block for water pump & all OHC \$3
 - 2 Exhaust flange gaskets also mk1 GT6, Vitesse, Sedan and mk3&4 spitfire \$1ea
 - 1 Plastic adj screw for headlight \$7
 - 2 S/Hand Screen joiners chrome \$5pr
- Any Questions Just Ask
Sandy 0402029906



NEW OLD STOCK

- 1 Oil Filter TR2-4a \$5
- 1pr Manifold Gaskets TR2/3 \$4pr
- 2 Water Pump Housing Gaskets TR2,3,4. 50c ea
- 1 Water Pump Gasket 4cyl \$1
- S/Hand Flywheel Bolt Kit 4cyl \$2
- Piston Oil Rings +20 4th ring TR4 \$1 for Four
- 1 7lb Deep Neck Radiator Cap \$8
- 1 Fuel sender gasket TR2-3a 50c
- ! Goss Fuel Pump Diaphragm Kit TR2-4 also Sedan \$10
- 1 Exhaust Valve TR2,3,4. \$8
- 1 Steering Pin & Bush TR2-3a \$20
- Crank Thrust Washers TR2-4a \$10
- S/Hand Front part of Crankshaft Pulley TR4 \$5
- 3 Exhaust Manifold Flange Gaskets TR4a \$2 for 3
- 1pr Lower inners or Upper Inners Bushes Poly TR2-6 \$17
- 1 Set Big End Bearings +40 TR5-6 also Spitfire & Sedan \$40
- 1 Top Hose TR6 \$10
- 1 Bottom Hose TR6 \$4
- 3 Brake Pad Pins & R' clips TR6 also GT6 & Herald. \$2 for 3

DOLOMITE/SPRINT/SPITFIRE/BELTS/PLUG LEADS/CARBURETOR PARTS FOR SALE

NEW OLD STOCK

- 1 Spitfire Oil filter with adaptor \$10
 - 1 Spitfire Condenser \$3
 - 2 Exhaust Manifold Gaskets Spitfire Mk3/4 also Stag, 2000 Mk1 Sedan, GT6 and Vitesse Mk1 \$1ea
 - 1 Rotor Arm Dol 1850 \$3
 - 1 Dist Cap Tall Dol 1850 \$6
 - 1 Distributor Cap Sprint \$5
 - 1 Top Hose Dol 1850 \$5
 - 1 Set (10) Main Bearing Cap Bolts. Fitted but engine not run. Dolomite/TR7 \$10
 - 1 Bush in Cyl block for water pump Dolomite/Sprint/Stag/TR7 \$3
 - 26 Various Thickness Water pump gaskets Dolly/TR7/Stag \$5
 - 2 Fuel pump insulators and gaskets Sprint/TR7 \$8ea
 - 1 Fuel pump insulator and gaskets 13mm Spitfire/Sprint/TR7 \$10
 - 4 Rear lower T/Arm Bushes Rubber Dolomite/Sprint & TR7/8 \$16pr
 - 1 Universal Jet SU .100 Sprint/Sedan \$8
 - 2 Universal Jets .90 Dol 1850 SU \$8ea
 - 4 Air filter gaskets Sprint \$1 for 4
 - 4 Diaphragms for Stromberg 150CD \$10 for 4
 - 16 1¼ SU Flange gaskets \$5 for 16
 - 12 HS6 1¼ SU Air Filter gaskets \$5 for 12
 - 20 1½ SU Air filter gaskets \$4 for 20
 - 16 Stromberg 150CD Air filter gaskets \$2 for 16
 - 50 Plug & Coil Green Leads \$10 for 50
 - 6 Various sizes Fan Belts \$6 for 6
- Any Question Just Ask
Sandy 0402029906

FOR SALE AND WANTED—TRIUMPH RELATED ITEMS

TR2-TR6 PARTS FOR SALE

NEW OLD STOCK

- 1 Oil Filter TR2-4a \$5
- 1pr Manifold Gaskets TR2/3 \$4pr
- 2 Water Pump Housing Gaskets TR2,3,4. 50c ea
- 1 Water Pump Gasket 4cyl \$1
- S/Hand Flywheel Bolt Kit 4cyl \$2
- Piston Oil Rings +20 4th ring TR4 \$1 for Four
- 1 7lb Deep Neck Radiator Cap \$8
- 1 Fuel sender gasket TR2-3a 50c
- ! Goss Fuel Pump Diaphragm Kit TR2-4 also Sedan \$10
- 1 Exhaust Valve TR2,3,4. \$8
- 1 Steering Pin & Bush TR2-3a \$20
- Crank Thrust Washers TR2-4a \$10
- S/Hand Front part of Crankshaft Pulley TR4 \$5
- 3 Exhaust Manifold Flange Gaskets TR4a \$2 for 3
- 1pr Lower inners or Upper Inners Bushes Poly TR2-6 \$17
- 1 Set Big End Bearings +40 TR5-6 also Spitfire & Sedan \$40
- 1 Top Hose TR6 \$10
- 1 Bottom Hose TR6 \$4
- 3 Brake Pad Pins & R' clips TR6 also GT6 & Herald. \$2 for 3

NEW OLD STOCK

- 1pr SU Air Filters Sedan also Dolomite \$25pr
- 1pr Stromberg Air Filters Sedan \$25pr
- 1 Set Big End Bearings +40 vandervell Sedan also TR5/6 Spitfire \$40
- 1 Head Gasket Sedan Mk1 & Early Mk2, GT6 \$30
- 1 Resleeved Clutch slave cyl 7/8" Mk2 Sedan also Stag, GT6, TR. \$25
- 1 LH .100 Jet SU Mk2 2500 \$20
- 1 RH .100 Jet Su Mk2 2500 \$20
- 1 Universal Jet .100 Sedan 2000/2500 also Sprint, XJ6 \$8
- 1 Brake master cyl Kit 13/16" Early Mk2 Single \$15
- 1 Brake master cyl Kit 13/16" Mk2 Tandem Twin \$10
- 1 Clutch slave cyl Kit 1" Mk1 2000 also Stag TR4/5 \$8
- 1 Sun visor Clip Sedan Used like new \$1
- 1 Condenser Short lead 2500 \$4
- 2 Rotor Arms Sedan \$4ea
- 1 Dist Cap Push in leads Sedan \$8
- ! Dist Cap Small Dia. Sedan \$10
- 2 Heater Hoses 2500 & Stag \$5ea
- 2 Bottom Hoses Not pas Sedan \$7ea
- 1 Bottom Hose Lower pas Sedan \$8
- 1 Bottom Hose Upper pas Sedan \$9
- 1 Handbrake Cable rear Sedan \$10
- 2 Acc. Cable Sedan Late Mk2 \$8ea
- 1 Belt Pas Mk2 \$6
- 2 Water pump gaskets All 6cyl \$1ea
- 1 water housing gasket 6cyl 50c
- 6 Bulkhead Steering bush Sedan 1 Genuine/5 Poly \$6ea
- 4 Thrust washers for Strut tops also Stag \$20 for 4
- 2 Resleeved Rear wheel Cyls Sedan Mk1 \$20pr

FOR SALE—2500S MANUAL O/D

(from Doug Smith) My grandnephew has inherited a Triumph 2500S in good condition. Previous and current owners are mechanics so it is virtually as new mechanically. It is a 1977 model, manual with overdrive and only has 92000 klms on the speedo. The interior looks to be excellent but it was a restoration project and in the shed for several years so some rust is emerging. He asked me to contact the Club to see if anyone would be interested. Otherwise he will sell through the normal channels.

Car is unregistered and has no roadworthy. Price is negotiable around \$5000. Contact Alexander on 0431 962788



- Engine Thrust Washers Vandervell Sedan/6Cyl
- 1 Std \$1, 1 +005 \$5, Pair +015 \$5pr, Pair +030 \$5pr
- 3 Front lower inner bushes Poly also Stag \$33 for 3
- 1 Check Strap LHR Door New \$6
- 1 Check Strap RHR Door Used \$2
- 2 Exhaust flange gaskets Mk1 2000 also Stag, GT6/Vitesse Mk1 & MK3/4 Spitfire
- 1 Goss Fuel Pump Diaphragm Kit also TR2/4 \$10
- 1 S/Hand Wiper switch Sedan Mk2 early \$15
- 1 S/Hand Lower Steering Column & Universal coupling Mk2 \$40
- 1 Exhaust Valve Mk2 2000 \$10
- 1 Steering column upper coupling not pas Mk2 \$45
- 1 Kit Gearbox crossmember insulators also Stag \$20 kit
- 1pr Upper Diff mount bushes rubber Thin Mk1 \$1pr
- 1pr Lower Diff mount bushes rubber Thick Mk1 \$4pr
- 2 Tie/Strut bar bushes poly also Stag \$10pr
- 2 Front lower inner bushes rubber also stag \$12pr
- 7 Heater Hoses TR6 \$15 for 7



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