

JUNE
2020

TRUMP

Happy 50th Triumph Stag

June 2020

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Executive Committee

President	Justin Stevens	0421 101 157	president@tsoa-wa.com
Vice Pres	Andrew Weir	0418 533 975	weiraj@bigpond.com
Treasurer	Kaye van der Plas	0417 172 135	treasurer@tsoa-wa.com
Secretary	Jeff van der Plas	0477 003 494	secretary@tsoa-wa.com
Social Sec.	Bruce & Di Pollock	9397 7737	brucepollock9@gmail.com
Comp Sec.	Andy Hamilton	0419 853 881	andyhamilton888@gmail.com
Comp Sec.	Anne Douglas	0402 055 484	annedouglas@kailis.com.au
Trump Ed.	Denise & Glen Farquhar	0414 154 857	denise@op.kwikkopy.com.au

Committee

Registrar	Dave Ryder	9291 6215	registrar@tsoa-wa.com
Technical Advisor	Paul Dodds	0415 565 878	paul@thetriumphcentre.com.au
CAMS Affiliate	Jeff van der Plas	0467 776 000	secretary@tsoa-wa.com
CMC Affiliate	Bruce Pollock	9397 7737	brucepollock9@gmail.com

Editors

Web Master	Ron Marian	9405 3941	website@tsoa-wa.com
Asst. Web Master	Nigel Robson	0403 646 645	nigel.robson@optusnet.com.au
Backchat	Bruce Pollock	0419 963 295	brucepollock9@gmail.com
Librarian	Nigel Robson	0403 646 645	nigel.robson@optusnet.com.au
Facebook	Justin Stevens	0421 101 157	triumphtragic@optusnet.com.au
Facebook	Glen Farquhar	0414 154 829	glen.farquhar@inet.net.au

General Committee Members

Greg Willimott	0419 271 609	gregwillimott@bigpond.com
Stuart Kostera	0419 982 784	stuartkostera@bigpond.com
Stan Stokell	0419 918 848	fstokell1@optusnet.com.au
Steve Hiller	6142 7518	hillersd@gmail.com

Life Members

Jean & Derek Gooch (dec), Greg & Pam Willimott, Andy Hamilton, Bruce Pollock, Don Whisson, Trevor Steel

NOT TO BE MISSED IN THIS COVID EDITION

DOLOMITE "NEW"



DOLOMITE "OLD"



PHILIP ISLAND



THE OFFICIAL JOURNAL OF THE TRIUMPH SPORTS OWNERS ASSOCIATION OF WESTERN AUSTRALIA

TRIUMPH SPORTS OWNERS ASSOCIATION WA



PO Box 1269, South Perth WA 6951
Website: www.tsoa-wa.com
ABN 56 768 583 832



The Triumph Sports Owners Association of WA aims to further the preservation and use of Triumph Sports and Saloon cars, and to cater for the specific needs of all Triumph enthusiasts.

Full membership is open to owners of all Triumph cars and their families.

Associate membership is open to owners of non-Triumph cars and will provide eligibility to attend all meetings and enter all activities, receive all club newsletters and magazines. Associate members will have no voting rights and will not earn club or competition points from the Association's activities. Family membership will be offered to associate members as for full members.

Activities and Events:

Monthly meetings, competition events, including rallies, hill climbs, closed circuit event, autokhanas and Pride of Ownership.

Membership Fees:

\$50.00 p.a.

Disclaimer:

The opinions expressed in this publication are not necessarily those of the TSOA or the Editor. We do endeavour at all times to present material with credibility and integrity.

Deadlines:

Deadlines for contributions - Third week of November, February, May and August.

Meetings:

Held 2nd Tuesday of every month at Como Hotel (upstairs) Canning Highway Como at 8.00pm

Editorial

Hello fellow Triumph Owners and Lovers.

Yes, there is a difference between Triumph Owners and Lovers. This month I'm a Triumph owner; fallen slightly out of love due to yet another hiccup with The Sprint. The engine was running slightly better with a failing fuel pump (which failed at Barbagallo) than the now new one. I'm now reminded of a friend of mine's comment when I told him I'd bought her"Why?"

Anyway, we've made it through the quarter and navigated COVID_19 unscathed with our monthly meetings held on Zoom. I think El Pres enjoys the power of Zoom, especially the mute function. Great to see some members from afar taking the opportunity to attend these meetings, even the Senior Registrar checking in on Dave at our last meeting. I believe the Triumph repairers are currently quite busy with people making the most of their time at home.

I trust many of us are looking forward to Mark McGowan's next restriction release with much attention to numbers at gatherings, in the meantime keep your classics warmed up and batteries charged ready for the first stampede.

Even without any events we have had plenty of contributions from the club members; sufficient to fill this quarter's edition. Once again, many thanks from both of us.

We looking forward to seeing all your smiling faces in the flesh hopefully in the coming months.

*Glen Farquhar
& Denise Farquhar*



Meet Barrie. He's a good person to know for insurance.

Triumph Sports
Owner Association Club
Member #176

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President's Piece

As social restrictions continue to ease across the country, I for one am looking forward to the opportunity of getting back into regular Club activities. The Presidential Stag spends most of it's time languishing in the garage at present, so a couple of long runs in the countryside are definitely in order. Surprisingly, I'm not feeling as disconnected from my friends in the Club as I thought I may be after months of Social Distancing. The monthly meeting on the Zoom App gives us all a chance to see one another and interact, and has proved to be a very popular medium for the times. A big thank you to all who have made the effort to support the operation of the Club in the absence of any group activities, and many thanks for the feedback via email or phone calls. Your Committee continues to put in the effort to keep the wheels turning, and is ready to lift the veil of restriction as far as our National and State medical experts advise it is safe to do so.

Despite the hiatus, the ranks of the TSOA in WA have swelled since April to 211 Memberships. This is a record number for the Club, and I'd like to take this opportunity to warmly welcome all of our new members. You will find your fellow TSOA members to be a pretty good bunch of Triumph Tragics, and particularly sociable and friendly at that. In the expectation that WA will move to Stage 3 restrictions during June (gatherings of up to 100 people with Social Distancing), it is entirely possible you will get to meet some of them in the not too distant future!

One of the positives to come out of the pandemic lock down has been a decision from TSOA Editors from across the country to distribute their magazines electronically for email in each State. Members across Australia are lapping up the Triumph tidbits in the absence of their usual, local Club activities. The feedback from all States has

been extremely positive, and I anticipate this sharing of Magazines to continue into the future. A really good way to stay in touch with our fraternal cousins across the Country, whilst showcasing our beautiful Western Australia.

Our AGM is nearly upon us, and I'm pleased to report that we have a full compliment of nominees for Committee already. We will also take a vote on minor Constitutional change to reflect the growing numbers in the Club, but you will receive complete detail via email 6 weeks prior to the Meeting. Please make the effort to join the AGM and July Meeting on Zoom – its a more comfortable environment than a "cheek by jowl" packed house upstairs at The Como, and the top shelf spirits at home tend to be substantially cheaper! The new Financial Year ahead may be slow to start as the world we know wakes from hibernation, but I'm sure it will gather momentum quickly. After such a challenging year for most, I look forward to the challenges of the new one. Stay safe, stay well, stay home – for the short term at least!

Triumphantly yours,

JUSTIN STEVENS

"If misery loves company, then Triumph deserves an audience" - Brian Moore



Coming Events

Jun	Tuesday 9th	Social – General Meeting – upstairs at The Como Hotel – 8pm start (come early and join us for a meal and/or drink beforehand). MEETING TO BE REPLACED BY VIDEO CONFERENCE – SAME DAY, 7.30PM – DETAILS TBA
	Sunday 14th	Comp – Coogee Autokhana – Site Owner has approved this event, the Competition Secretariat awaits further detail from Government and Health Services to determine if it is possible to proceed. Details TBA. PENDING
	Sunday 21st	Social – A Day in Your Trump – Social Secretariat awaits further detail from Government and Health Services to determine if it is possible to proceed. Details TBA. PENDING
	Sunday 28th	EOI – Classic Cars and Coffee – #3 Carpark, Hackett Drive, University of Western Australia – 8.30am to 10.30am (\$10 per car Entry) CANCELLED
Jul	Tuesday 14th	Social – Annual General Meeting – Followed by General Meeting AGM Agenda to be emailed to members no later than 9th June MEETING TO BE REPLACED BY VIDEO CONFERENCE – 7.30PM START – DETAILS TBA
	Saturday 18th	Social – Winter Wander to Jurien Bay CANCELLED

Aug	Tuesday 11th	Social – General Meeting – upstairs at The Como Hotel – 8pm start (come early and join us for a meal and/or drink beforehand). MEETING TO BE REPLACED BY VIDEO CONFERENCE – 7.30PM START – DETAILS TBA
	Sunday 16th	Social – TSOA Annual Presentation Function – details TBA PENDING



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FOR SALE - Tahiti Blue Duct Tape



About two feet of the roll used to camouflage an unsightly rust hole in the windscreen frame of the Tahiti Blue Stag.

Said rust hole now repaired, so no further need for the remaining tape.

ALL OFFERS CONSIDERED.

A sticky tale by Dave Ryder

Many (unkind) members have commented recently about how the Tahiti Blue Stag, like his owner, is starting to show his age. However, with money paid to attend the Nationals last year I had to resort to duct tape to hide the rust holes.

There were sections of paint on the top of the front wings which, initially, cracked and more recently flaked off in large patches. I managed to catch these patches so that they could be strategically placed to hide the exposed bare metal. The front wings have in the past been repaired in recognized crash repair shops!

The hole in the windscreen frame in the bottom corner on the passenger's side developed from a leak in the windscreen rubber further up the frame which someone had repaired with mastic. The damaged rubber allowed water to get behind the rubber and make it's way down to the bottom corner (out of sight) where it pooled and commenced eating away the metal.

Note :- check your windscreen rubber and if it's 40 years old like mine have it replaced, it's cheaper than cutting out the rust etc.

Having eaten a hole (out of sight) behind the rubber, water then ran down inside the wing and started it's ugly work on the inner structure of the sill until a hole was visible when the door was opened. There was also rot in the inner footwell side panel but this was not evident until the carpets were peeled away from the passenger foot well prior to welding above.

Behind the windscreen uprights on each side there is a 'gutter' which is rivetted to the screen. Notorious for letting moisture between the gutter and the screen frame where it migrates down and allows rust to develop in the 'A' post structure. My Stag had this malady on both sides.

So, a plan was hatched to tackle the work required as soon as the nationals were over, I would do the work as far as I could and call upon advise when I needed to, and I needed lots. After all, I couldn't make a bigger mess than the "professionals" who had previously had their hands on it. My friend and neighbor who had started out the same way and had some painting experience agreed to lend a hand and give guidance. I also consulted my local crash repair shop who had done work on other vehicles for me.



The first job was to remove the bonnet and passenger side door which were both in good condition and store them down the garden out of the way. To remove the door, it is necessary to remove the door card to disconnect the wiring to the window winder and puddle lamp. This revealed that the door card had not been protected and the lower edge had behaved like blotting paper and soaked up any available moisture. A trip to Markich Motors was made where David supplied me with some material from which to make new door cards. The driver's door card proved to have deteriorated in the same way so I made two new ones.

Then to tackle the glaring problem of the flaking paint on the wings; it had to come off completely so that the bare metal could be checked and repaired where necessary. This job was started with some trepidation; would there be any solid metal to be found and what sins would be uncovered ?

The drivers side wing was in generally good condition, grinding off the paint revealed a previous rust repair patch behind the front wheel arch and I thought it looked quite good as gleaming shiny steel. I had a large polisher, like an

oversized angle grinder but which rotates much more slowly than an angle grinder, so I removed the sheepskin buffing mop and instead, fitted a stripping disc.

The staff at Abrasiflex on Welshpool Road were very helpful once they discovered that I didn't know what I was getting myself into and they supplied a range of stripping discs and sanding products, pointing out the ones that were 'on special'. These discs leave a scoured finish on the wing metal which helps the products applied next to 'key in'.

Both wings were covered with considerable filler (bog). The top of the Stag wing has a slightly concave profile which a previous repairer had filled so that it was flat ! The wheel arches are flared but the repairer had decided to fill this too so that the wing line went from the wing top to the outer wheel arch. He must have thought he could improve on the Michellotti lines !



The passenger side front wing was a mess under the paint and filler. In fact the wing was a replacement second hand item with remains of its original green paint evident in places. Behind the wheel arch was an area badly bent in and dimpled showing evidence of the previous repairers' efforts to straighten it out. We had a go too but with very limited access from behind we too were unsuccessful. We tried pulling out the dents with a slide hammer, then, pushing from behind and heating up from the front, all to no avail. Not wishing to resort to another mountain of filler I drew a line around the worst area and simply cut it out. A patch of new metal was fashioned and then welded in place.

At the top of the wheel arch was an area where dirt had collected on the inside and rusted through to the outside. This had been previously repaired crudely and then covered up, so I set about welding it too. I managed to burn more holes in the metal than I was able to fill.



At this stage I had a stroke of luck, my son arrived on the scene and proceeded to strongly criticize my welding efforts. They're born knowing everything! To be fair he is a professional welder, so I gave him the hand piece and invited him to get

on with it. Firstly, he set up the MIG to his liking and then gave a masterful lesson on how it should be done which stood me in good stead for the rest of the welding that had to be done.

Having stripped both front wings it made sense to paint the apron panels between them so out came the headlights and grill along with the chrome trim strips and the repeater lamps. One headlamp had a hole in the lens so another trip to Markich motors was needed to get a replacement.

The windscreen frame hole was cut out and a section from a Stag being wrecked by Bruce was fashioned to fit and welded in. Excess weld was ground away and the joints finished with filler.

The rust in the sills was cut out and replacement pieces cut and shaped to fit, then welded in, ground and filled. One inner sill panel had to be formed carefully to match so a jig was made up and the metal and jig placed in my press until the correct shape was achieved.

The screen gutters were removed and cleaned up. The rust holes in the frame which were revealed were cut out and patches fabricated and welded in place. More grinding and filler to tidy things up.

When the wings were stripped of paint and filler a lot of minor panel dents were revealed which had never been removed previously. We set about tapping these out where we could and then finishing them off with filler. Then there were hours of sanding to try and achieve a semblance of shape.

The car was raised at the front on ramps to improve access to the front apron where the spoiler had been. Wheels,

engine bay, T-Bar and interior upholstery were all covered with old sheets and paper to prevent contamination by over spray.



At this stage my friend applied an epoxy primer to protect the bare metal. However, this uniform colour showed up surface irregularities so more filler and sanding was required. This was followed by Hi-Build primer (spray filler), again giving a uniform colour but again highlighting irregularities, but each time there were fewer irregularities and less filler required. Problem areas are over filled so that they can be sanded back to the right shape. Although we went through a fair bit of filler most of it was sanded off again, as was evidenced by complaints from within the house ! More hi-build primer followed, and more sanding achieved a very good finish, not good enough yet but getting close.

Initially we planned to paint the front half of the car and then turn it round and work on the back half. However, we adopted Plan B which was to leave the front half in primer and then work on the back. When this was finished in primer we would then paint the whole car in colour, in one go. The car was therefore reversed off the ramps, repositioned and jacked up onto blocks.

A minor rust issue behind the RHS rear wheel arch was exposed fully by grinding the area so that a repair could be made.

In the process of removing the Stag badge from the rear wing I managed to drop the bracket which holds it in place down between the inner and outer wing panels. Luckily, I could just see it, so I fashioned a fishing hook from an old coat hanger and was (eventually) able to retrieve it. The nut was not so lucky and will have to spend the rest of it's days at the bottom of the wing.

Finally, the whole car was in primer and could be sanded to a fine finish. The finer the finish the more imperfections come to light, but eventually with imperfections fixed and touched up with primer we were set for a colour coat.

At this stage a wind storm during the night dislodged a steel prop I keep leaning against the car ports brick pillar ! It landed on the rear wing just forward of the tail light. Fortunately there is access from the boot to the underside of the wing so I fashioned a wooden wedge to drive under the dent and with some encouragement from above with a panel hammer we were able to remove the damage. A skim of filler and some primer and only you and I know. The steel prop now lives elsewhere.

I will now wash the whole car and blow out any accumulated sanding dust, checking the masking and renewing it where necessary. Now we need lower temperatures, lower humidity and a calm day. We might be waiting for a while.

...to be continued

Did You Know?

The new Triumph Dolomite Sprint is a nice quiet, luxurious, utterly civilised car. And laps MIRA at 116m.p.h.

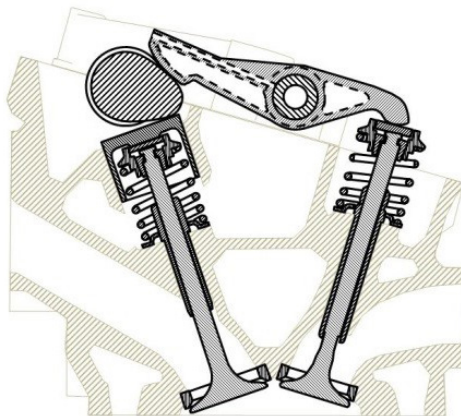
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And we have it.



Well, yes, you probably did, that multi valve per cylinder engines have been around seemingly for ever, beginning with the Grand Prix Peugeot of 1912, following with Sunbeam, Bentley and of course the Rolls Royce Merlin.



pic. Dolomite Sprint engine valve gear layout with single overhead camshaft.

Of the two characters involved in developing the Dolomite Sprint engines valve gear, one was Spencer King, CBE, one of the leading lights at Rover, originally apprenticed at Rolls Royce. He was responsible for developing the P6 and Range

Rover line of cars. The other was Walter (Wally) Hassan O.B.E. who started his engineering work as an apprentice at Bentley Motors. Wally had been working at Bentley until they went bankrupt, when he moved to work for Woolf Barnato, one of the famous "Bentley Boys", working on improving the race car engines. He was also responsible for the Pacey Hassan single seater 4 ½ litre Bentley Brooklands racer, which went on to lap the notoriously bumpy Brooklands outer circuit at 128 mph.



pic. Pacey Hassan Bentley Special.

He had also worked with Raymond Mays and Peter Berthon at E.R.A. (English Racing Automobiles, the precursor to B.R.M, British Racing Motors) on their hugely successful Riley based 1 ½ litre and 2 litre racing cars. It has been said that to make a small fortune from manufacturing racing cars, it is necessary to start with a large fortune. In this Mays was adept, the finances mostly covered by his fathers wealthy wool buying interests. Apparently of the 26 E.R.A.s built, 27 are still in existence and competing today!

These E.R.A. cars were driven by wealthy individuals, such as Prince Bira of Siam, the American born Whitney Straight from a wealthy family, raised in England, and later to become a decorated war hero with the RAF, and the Britisher Richard Seaman, later to become a works driver for Mercedes Benz. (Those days were possibly more innocent, can you imagine a modern day parent naming their offspring Dick Seaman?) Mays himself was a skilled and courageous driver, not only on the Continental race circuits, but his favourite event was the Shelsley Walsh hillclimb in Worcestershire, still in use today, and at which he was almost invincible.



Pic Raymond Mays (E.R.A.), Shelsley, 1936.

Later Hassan went on to work at Jaguar, one of the team that designed the famous XK twin cam engine, in production for over 40 years in varying capacities, and winner of the Le Mans 24 hr Sportscar race in 1951, '53, 55, 56, and 57, quite a record. Jaguar had acquired Coventry Climax and while there Hassan designed the FWA Coventry Climax "firepump" engine

that went on to power Lotus to two World Championships. His work history with Bentley, E.R.A., Jaguar and Coventry Climax obviously stood him in good stead when it came to the valve gear of perhaps the more humble Dolomite Sprint.

There have also been 3, 5, and six valve layouts, with varying degrees of success. One of the most familiar ones would be the Yamaha R1 motorcycle, with five tiny titanium valves per cylinder, allowing what was then thought to be astronomic revving capacity. Yamaha also sold this layout to Toyota for some of their race engines. The problem with the R1 motorcycle of twenty odd years ago was that engine development preceded modern sophisticated chassis design and computerised power delivery options, a modified R1 giving great gobs of tyre shredding performance. My son Dan raced a Formula One R1 Superbike for many years, a typical race weekend involving Saturday practice and Sunday racing would wear out one front and two rear racing slick tyres, not healthy for the bank balance!

Dolomite Sprints held their head high in saloon car racing for quite a few years, one of the most famous being that of the late lamented Gerry Marshall, a larger than life thrice married character who raced anything from single seaters to sportscars to trucks, with over 600 race wins in his career, and was



Pic R1 Formula One Super bike of Dan Abrey

usually sideways most of the time. It was said when he raced in the rain he needed wipers on his side windows to see where he was going!

I had the pleasure of meeting this genuinely nice man back in 1964, when I was merely an impecunious 18 year old, and knowing that I had lots of enthusiasm but no funds to match, he kindly demonstrated to me a fearsome 4.7 litre TVR Griffith, while he worked at Barnet Motor Co, a TVR dealership. No fancy glass fronted dealership that, there was the wooden office shed at the rear of a laneway down the side of The Red Lion pub, where their cars were arranged. One of the books he wrote was titled "Only Here For The Beer", which provides an insight as to his character!

Sadly the sixteen valve Sprint engine was only briefly produced in the TR7, the factory officially manufacturing just 61, although some cars have since been modified from the normal eight valve TR7. Apparently the V8 TR 8 intended for the US market was fitted with so much anti pollution gear and smog equipment that the performance hardly exceeded that of the Sprint engine derivative, but it was a lot easier to sell a V8 in the States than a little 2 litre four!

Bruce Abrey.

Pic Gerry Marshall. A Mike Hayward photo.



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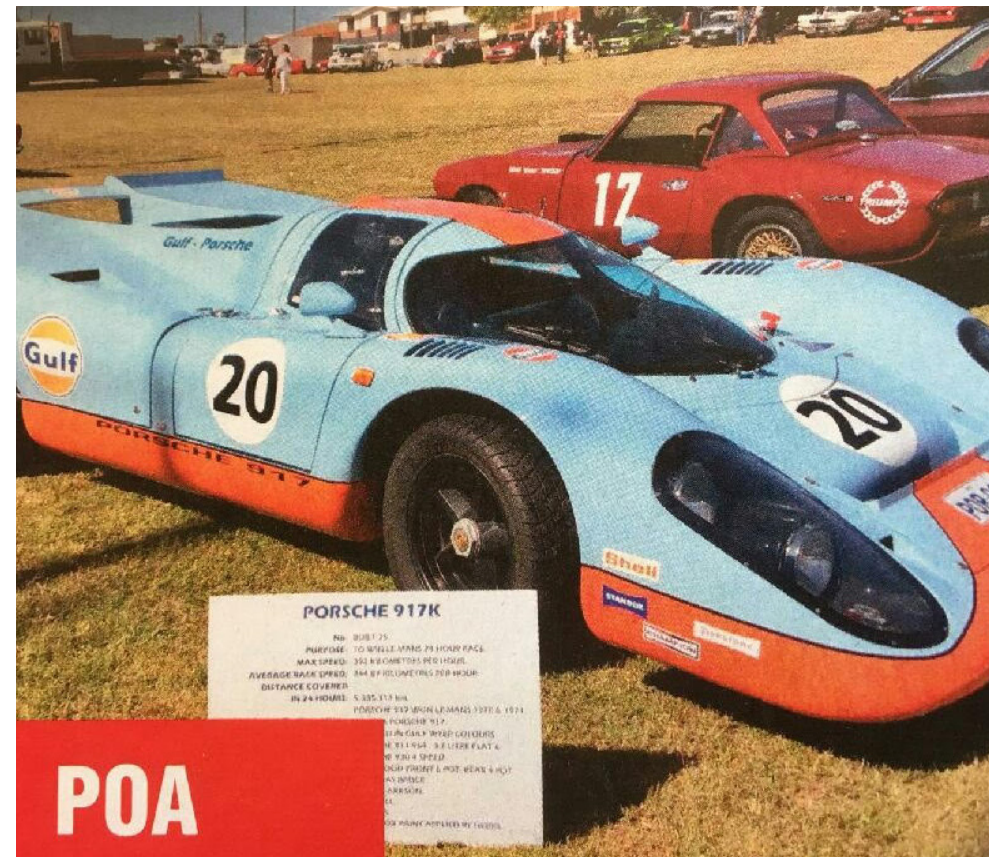
DUNLOP TOYO TIRES HANKOOK HOOSIER RACING TIRE AVON TYRES

No !!!! it's not for sale !!!!

Perusing the latest edition of Unique Cars magazine, the immaculate and 'no expense spared' 917 racing Porsche replica as shown in the scan of the picture below caught my eye having seen this car on a demonstration run at the 2019 Port Denison sprint. But wait, what is that little red Spitty in the background?? Yes, Doug Simpson's Spit 6 alongside very good company. Therefore the POA is not applicable to the Triumph. The irony here is, Doug bought the magazine for his plane ride to Melbourne, joining us as support crew at Philip Island Historics meeting and although reading from cover to cover, he failed to see his car??

After being informed of the status of being 'almost famous' we hear he bought several more copies. Doug is also agreeable to 'doing a deal' on both. Incidentally, Doug does have a TR7/V8 for sale.

Bruce Pollock



THE STAG AT 50 & the TSOA of WA

“It’s a Stag, It’s a Stag” - that sense of unbridled enthusiasm from Phil Glenister when he discovered the target vehicle for that fateful episode of “For the Love of Cars” is something most Triumph enthusiasts understand implicitly. Long before you hear the gorgeous V8 burble, the sexy styling lines of the design maestro Giovanni Michelotti draw the eye. British Sportscar enthusiasts will always compliment a TR owner on the presentation of their Roadster, but it is the unaffiliated member of the public that will always remark on how much they like your Stag. It’s a car with broad appeal, perhaps as it’s Triumph’s only Sports Tourer – or it may be it’s chameleon properties. The Stag gives a different look and feel in hard top, to soft top, to top down. The Sir Thomas More of the automotive world, it is undoubtedly “A Car for All Seasons”.



My first taste of the Stag was a stinking hot evening in the summer of 78/79. At the time, my Father was a partner in a swimming pool business with a display centre on Balcatta Road. An old friend from Dad’s basketballing days was visiting our place in North Beach. The normal relief of an evening breeze off the Coast never appeared – it was still, and HOT. Some bright spark suggested we go and have a swim, so we all piled into Paul’s Saffron Yellow Stag for a top down run to a choice of 6 pools to dip in. The swim was refreshing, but the symphony from the twin exhaust was intoxicating. Stevens the younger was hooked!

Despite the now over publicised and critiqued design issues that plagued the Triumph 3.0l powerplant, The Stag has enjoyed popularity with the motoring public for many years. Human beings have a tendency to be nostalgic



with the passage of time, and this has only served to increase interest in the “Monarch of the Glen”. In the home of all things British and Sports Car, the Stag Owners Club (UK) is not only the largest Stag enthusiast’s group in the world – but one of the largest single model car clubs in Great Britain. Not bad for a total of 25, 877 vehicles over an 8 year production run. And as we all know, and indeed are reminded of regularly by our own Club Registrar, the Stag is a very important part of the TSOA movement in Australia. You may have noticed the little flush of excitement every time he proposes a new member to the group who brings with them a Stag.



A few years ago, a delightful couple joined our ranks with 3 Stags. Dave’s excitement was palpable, and I nearly had to pause the meeting to ask for the Hotel’s defibrillator kit!

Mr Ryder, of course, is not the only Stag advocate in the Club (he talks up a good Stagcentricity, but has a deep affection for all things Triumph you know). Competition Secretary Anne Douglas still laments parting with “Stirling”, her white walled Stag named in honour of the great gentleman racer Sir Stirling Moss. Bruce Pollock has been known to sign off Backchat as “The Stagman” on more than one occasion.



David Markich’s green machine (his first car, no less) is his daily drive to the workshop in Bayswater. Ron Marian enjoyed rebuilding and converting his first Stag so much that he is in the process of restoring another. Simon Duke has a fine competition example from the Tony Hart UK stable of racing Stags. And some TR driving members of long

standing harbour secret desires for a Stag. When I purchased mine in 2013, I was the recipient of some good natured gibes from Bill Irvine – suggesting my next purchase after the car should be a cardigan! After a decent rally of witty exchanges, he pulled me aside and said, “You do realise when I can’t get in and out of the ‘6’ with ease anymore, I’ll be looking for one myself!”. I wear my ‘cardigan’ with pride, William – and will happy to take you clothes shopping as soon as you’re ready (hahahahaha).

Anecdotes are all well and good, but there’s no substitute for some visual images to show the Club’s connection to The Stag. The following are a series of photographs I have taken at events over the last 9 years, along with a couple from other photographers. Some artistic, some competition, others at Social and Display events. Together, they reflect The Stag as an integral part of the TSOA – and will hopefully jog your memory of great times with the Club over the years. Happy Birthday, Triumph Stag – you’re still looking good at 50!

JUSTIN STEVENS
 (Pictures by Justin Stevens, Anne Douglas and Byron Ellement)



THE STAG AT 50 & the TSOA of WA





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The TRIUMPHANT Joan Richmond

As most of the TSOA members know my passion for Pre War Triumph Cars has been with me since the early days of TSOA WA when you were only allowed to join if you owned a Spitfire, GT6, TR 2,3,3a,4,4a,5,6 Pre War Triumph Car. Stags were only permitted if it was manual. Sure glad times have changed and all Triumph enthusiasts can enjoy our Triumph cars together.

One of the truly remarkable achievements by a Pre-War Racing Driver was Donald Healey. We all (or do we) know Donald Healey was at one stage employed by the Triumph Motor Company and is very well known within the Triumph Circles with his hand in the Dolomite straight 8 and the Gloria Range of Cars and yes later not forgetting the Austin Healey Circles.

Not many of us know the name Joan Richmond. Joan was born in Cooma Australia in to a wealthy family in 1905, but due to the death of her father when she was eleven years old , the wealth declined, however her mother managed to raise her as a 'Lady', common to that era. A self confessed 'Tom Boy', she broke from tradition preferring male orientated activities and found her success in motor sport around Vitoria in the late 20's.



In 1931 Joan found herself driving across the world with a group of Riley Nines from Melbourne to Europe to take part in 1932 Mote Carlo Rally. All 3 cars made it to the start at Palermo in Sicily, finished the rally (An Epic Journey even by today's standards.)

Then the Party went to the U.K. where Joan had relatives and decided to stay.

Sponsored by Victor Riley, Joan was paired with the experienced Elsie (Bill) Wisdom for the inaugural Brooklands 1000 mile Race held on 3rd and 4th of June 1932. Taken in



hand before the event by Sammy Davis, Joan learnt fast and the women won in the Riley- First Woman to win an international event.



By 1933 she was acknowledged as a fast driver and in 1934 drove for Singer, but the Singer management indicated for this arrangement to continue she would have to additional services in the bedroom!. The story is that she stormed out of the Singer offices in Coventry and out onto the main road, and who should she meet but Colonel Claude Holbrook from Triumph. They had a good chat and the Colonel made her an offer to drive for Triumph, assuring her there would be no hanky-panky.



So for a period of four years Joan Richmond Drove Triumphs among other cars, especially MG, Fiat,

HRG, and Delage. She took part in a huge number of events in Britain and Europe and became one of the chosen few drivers in the Triumph Team.



Her main "wheels" at Triumph was one of the special Gloria Tourers prepared by Donald Healey's Team using a Souther Cross chassis and registered KV 60904 by the factory.

This car saw a lot of competition work including the 1934 Monte Carlo Rally driven by Jack Ridley. Miss Richmond apparently took over this car and was registered in her name. In march 1936 she entered the Royal Automobile Club's 1000 miles rally at Torquay in S.W. England and was one of 4 women entrants out of 37 to win a first class award for the open section with her Triumph machine.

She won an amazing number of trophies with this car and many of these are now held by the VSCC in Melbourne. Regrettably it no longer exists and had a chequered career after the motor blew up at Donington in England.



Miss Richmond stayed in Britain throughout the war after her fiancé Bill Bilney was tragically killed at Donington in a race when he had taken over the car from her in the wet weather.

After the war Joan returned to Australia in 1946. With no sponsorship, little money and few contacts she gave up the sport and turned her attention to animal welfare.

By Nigel Makin



This information was taken from 2 books Triumph Cars in Australia 1924 - 1939 John Shepherd and Jon Elbourne Joan Richmond The Remarkable, Previously Untold Story From Melbourne to Monte Carlo and Beyond David Price

It was the very model of a TSOA National

This one's been floating about in my head since October of last year – long overdue I removed it! I dedicate this to Martin & Daphne Osborn, the Tasmanian Chapter of the TSOA of WA. Martin's father Leonard Osborn was principal tenor, and later production director, for the D'Oyly Carte Opera Company – world famous presenters of G & S's collected works. To the tune of "I am the very model of a modern Major-General", my sincere apologies to Messrs Gilbert and Sullivan:

"It was the very model of a TSOA National"

It was the very model of a TSOA National,
The State's South West turned on its best to entertain the delegates.
Nestled in the native plants surrounding the hotel we did,
A splendid time was guaranteed for those of us that had checked in.
Some 40 years of custom has the TSOA gathering,
To meet with friends and driving bends on runs so navigational.
The challenge of the Ironmen sometimes a little ludicrous,
The New South Welsh victorious will have to dust the Cup again!

Our First Comp day we went to play on tarmac out at Busselton,
The Palace that was lent to us paid for by Royalties regional.
Martin Osborn's 3A laps that bordered on abstemious
It was the very model of a TSOA National.

No National Meet can be complete without some wear and tear you know,
On automatics, manuals, and items all mechanical.
Some good old chaps rolled up their sleeves and got the fleet to roll again,
The wear and tear on delegates was mostly kept to livers, though.
Amongst it all our Raffle Meister David did a splendid job,
Of sourcing prizes, sponsorship – extracting cash out of the mob.
The local Firies got a cheque supporting the good work they do,
With compliments of delegates that numbered more than just a few.

The very essence of the Meet hangs on substantial catering,
With everybody joining in on dressing to the party theme.
Blacky's thongs and formal T made me laugh 'til I nearly wept,
It was the very model of a TSOA National.

Our Nannup Comp took the award for longest highway transport stage,
A brand new road, straight as a die, that took some time to traverse down.
Well worth the run for comp and play, some visited the wooden clock,
A cracking day was had by all we thought the fun would never stop.
Our prime directive was to share the sights and sounds of the SouthWest,
With runs to Lighthouse, Caves and towns on roads that we think are the best.
A visit too to Cowtown sights and Fresians multitudinous,
Lets' hope we never once again see Glen F in a "Onesie" pic!

And so we drew unto a close with formal Presentation Meal,
A farewell from our Chief Convenor fighting back his saddened tears.
We thank our friends from far afield who made the effort to attend,
IT WAS the very model of a TSOA National!

JUSTIN STEVENS

.....in case you missed the aforementioned Onesie



Photo from Denise Farquhar

Triumphs at Philip Island

Crossing the continent for a 3 day event at the best motor sport venue in Australia was a no brainer. Having run at this circuit previously and having had the pleasure and privilege of sharing the experience with great friends and family just added to the experience.

Team Triumph WA consisted of just me in the TR4a, but in good company with Geoff Byrne and Graeme Rutledge from NSW in their TR6's. Neil Martin from SA in his TR7/V8 and John Orchard in the potent TR2 from Victoria. This car has a very long racing history previously campaigned by Geoff Kelly.

Catering manager, Di again looked after the group in our holiday house making sandwiches, cooking dinner each night and making sure all were comfortable. A truly fantastic job appreciated by all.



Associate member Garry Quinn Brock Commodore



Sharing the house were associate member Garry Quinn from Mildura (Di's brother) running a Brock Commodore tribute car. His support team, Graig Garraway who travelled from Darwin and Graeme Williams. Team Triumph support consisted of our Tassie friends, Warwick and Marree Hughes who have been critical helpers during our Targa Tasmania adventures as well as my long-time friend Doug Simpson who co-drove on our return to Perth.

Based on our best lap times from previous years, we entered the slower regularity group assuming the TR would struggle to exceed the 2 minutes, 12 seconds minimum time. Last time we ran around 2 minutes 15 seconds. I was quite surprised after being black flagged to be advised I had exceeded the allowable minimum time. This resulted in a stern warning from the CoC. The suggestion from the CoC was to slow down????? Yeah right that's never going to happen.



Geoff Byrne NSW TR6

After again exceeding the minimum time, I was relegated to the quicker group. This allowed me to really open up improving my time to 2 minutes 9 seconds. Never though the little blue rocket could go so well!! I haven't analysed the scoring system because I'm not there to bring home any more dust collectors but was extremely pleased to be called to collect a medallion for third outright in the quicker class??

I was utterly delighted with the performance of the car, it never missed a beat, I never put a spanner on it or felt there were any weak points whatsoever. The car was as crisp at the end of the meeting than at the beginning. The handling I think



John Orchard TR2

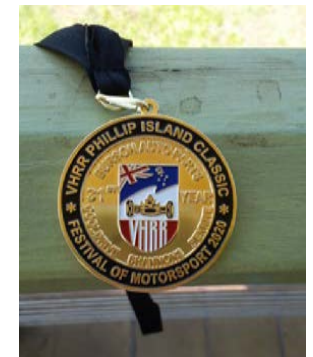
is the key contributor, it corners great and with a completely stock braking system the car pulled up very well when called upon to do so.

Are we entering again in 2021?? We're assessing our options at present. Thinking we may enter another event for variety. Looking highly likely either the Mallala All Historic Race Meeting in April or Winton historics in May. If anyone would like to take journey with us, let us know we would love to have some WA Triumphs in the classic mix.



Bruce Pollock in pit lane Philip Island

Words; Bruce Pollock
Pics; Doug Simpson and Di Pollock



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“Pleased to meet you, hope you guess my name....”

It's hard to believe that the first instalment in this series went to print 12 months ago – but with the Club hosting the 40th Anniversary National Rally, distraction from Christmas/New Year, and the imposition of a Viral Pandemic running interference – there just hasn't been the time! So we turn to some newer additions to the fold, after a member exposé with a longer history in Club circles. For those of you who regularly attend Club functions, the faces will be familiar. If we haven't seen you in a while, allow me to introduce....

Bruce McLoughney & Noreen Green
Member # 321



This pair have racked up plenty of activity in their relatively short 4 years of TSOA membership. Their member story began at the British Car Day in Gingin back in 2016. Bruce had recently purchased his 1963 TR4, and decided to drive it up for the day. A regular attendee at Gingin, this was a first visit in a British Classic. Having been ushered into the venue, Bruce aimed for the flags and parked amongst

the “Canley” of Triumphs. It only took our enthusiastic Registrar moments to realise the guy in the 4 was a new face, and so Mr Ryder pounced on him directly. Commensurately, Bruce and Noreen were ratified as TSOA members at the June Meeting.

Bruce quickly became a regular face – both at Monthly Meetings at The Como, and with camera in hand at our Competition Events. This smiling, unassuming gent was obviously enjoying the fellowship of the Club. For those first few months, Bruce was a solo attendee. His partner in crime, allegedly, isn't much into cars – so it took Bruce a few months of assuring her that the social aspect of the TSOA really was social (not just a bunch of blokes with grease under their fingernails talking about performance modifications – although that has been known to occur!). The argument must have been sound, because he was soon joined by Noreen at our Social fixtures. But more of the couple, later in the article.....

Bruce's association with Triumph runs pretty deep. His very first purchased car was a 1964 2000 Sedan which he bought in '69, Bruce and the 2000 travelled together extensively – driven from Perth to Sydney in 1972 when he did his National Service. Many trips to and from Sydney during that year – down to Melbourne, Bendigo and a trip to Adelaide to visit his grandmother. The faithful Triumph got him back to Perth after Nashos, only to head up to Exmouth and other trips around our State, He'd probably still have it, had a tidy 2500 PI not popped up in late 1973 – on which the trusty 2000 was traded.

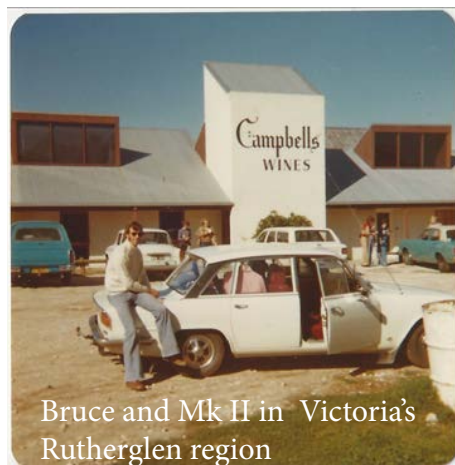
Again, the Mk I PI he would probably still have - had his good friend Henk Vaanholt not turned it into a bonnet emblem for a Vauxhall Cresta (see tragic photo). Henk seems to have a chequered history with members of the TSOA. A noted Claremont Speedway driver in the 60's, Henk used to campaign an FJ Holden in various 'round the houses events. I am reliably informed that he rolled the FJ in front of Stuart Kostera during one of these races in Geraldton....but I digress. After repairs, the Mk I just wasn't the same car - and it was duly replaced by a MkII 2500 PI. As was Bruce's wont by now, this car also travelled the Nullabor on trips to Melbourne, Canberra and the like - in his possession until 1982. In the event you're not keeping score, Bruce has now owned 3 Triumph Sedans!



The Mk I after Henk's handywork!

Noreen, on first glance, appears to have a "Disconnected Disinterest" in automobiles (she's the first to admit this). Hardly surprising, as driving for Noreen began with a fairly inauspicious start. Her first car was a Honda Scamp, and I quote "Not at all reliable, particularly in hot weather". The diminutive Japanese Motorcar often disappeared from the parking spot she had left it in - friends would pick the car

up and place it in a random individual's driveway.....plonk it on the foreshore (you get the general idea, they were a very small car). Further digging, however, shows the general disinterest is somewhat flimsy. During her stint Nursing in Sydney, she purchased a '71 Torana. Noreen points out it was the "red" motor - so a 6 cylinder manual. She loved this car, "Take anyone off at the lights" was the comment. The Torana was driven back across the Nullabor when she returned to Perth in 1976 - just before the last section of dirt track was bypassed for a sealed road



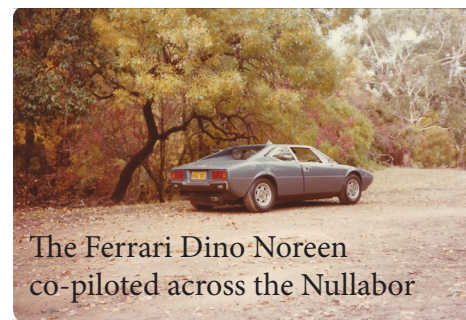
Bruce and Mk II in Victoria's Rutherglen region

At this time Bruce was courting the girl next door - well, across the road to be precise.

He married Margaret in '79, and the McLoughney's produced James, Brendan and Katie. He purchased a hardware store in Gosnells in 1982, which heralded the departure of his Triumph and two other cars. The store was sold in 1990 - a guy just walked in and made Bruce an offer he couldn't refuse. After taking a year long sabbatical, and renovating his Gosnells home - Bruce leased a Hardware store in Myaree for a few years. He and his business partner then set up Rolltrak, and Bruce subsequently went on to work

on software applications for Hardware outlets - being ultimately headhunted for the implementation and training of same by a Melbourne based software developer from Melbourne in 1997. This led to an opportunity to purchase the Hardware store in Newman, which Bruce progressively expanded until sold in 2012. Margaret & Bruce parted amicably in 2002, and so it was that Bruce settled in Warnbro (a stone's throw from Noreen).

Around 1979, Noreen was heading over to Melbourne to meet up with a friend for a special drive back to Perth - in a Ferrari Dino! Noreen at the wheel hit a personal best of 190kmh, the owner topped out at 240 kmh - it was a "3 speeding infringement" roadtrip, by all accounts! A very different crossing to the one she had first done with her parents in 1961-towing a caravan! For someone who has a "Disconnected Disinterest" in cars, it's a pretty good auto anecdote! Bruce confirms that she is a bit of a leadfoot, and would be a real dab hand on the track. These days, Noreen sticks to her trusty Rav 4 - pretty convenient for the lover of garage and rummage sales. You'd be amazed how much "stuff" you can fit into a Rav 4 for repurposing as art and sculpture - a hobby that she thoroughly enjoys.



The Ferrari Dino Noreen co-piloted across the Nullabor

The missing piece to this story, is that Bruce and Noreen have been friends since High School. Both families became

close during that time, and Bruce attended weddings and celebrations with Noreen's siblings back in the day. The passage of time, as it does for most, can distance us from old friends - but the network of contacts is always there to tap into. A mutual friend gave Bruce Noreen's contact details when he moved to Warnbro, as she was living moments up the Coast from him. The friendship rekindled and ultimately blossomed into something more, domiciling together very happily for the last 6 years - Bruce adding to his Triumph collection recently with another Mk I PI Sedan, and Noreen looking for her next artistic outlet. And after years of separate journeys across the Bight, they managed one together a few years ago (Perth to Kal, Laverton, Great Central Road, Uluru, King's Canyon, The Alice, Adelaide, Wilpena Pound.....and that stretch of road back to WA).

The road trips are less arduous these days - for the most part enjoying Social runs with the TSOA. Like most of us, Bruce loves to drive a Triumph. Understandably so, having owned 5 of them! I asked both of our subjects what their best experience in the Club has been to date. They both agreed that last year's National Rally in Margaret River was the absolute highlight - an excellent choice, in my opinion.

So, next time you attend a Club function, say Hi to Bruce and Noreen - you won't have to guess their names!

JUSTIN STEVENS

Pictures by Justin Stevens, Bruce McLoughney & Noreen Green



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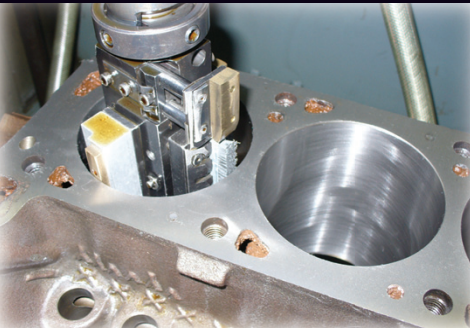
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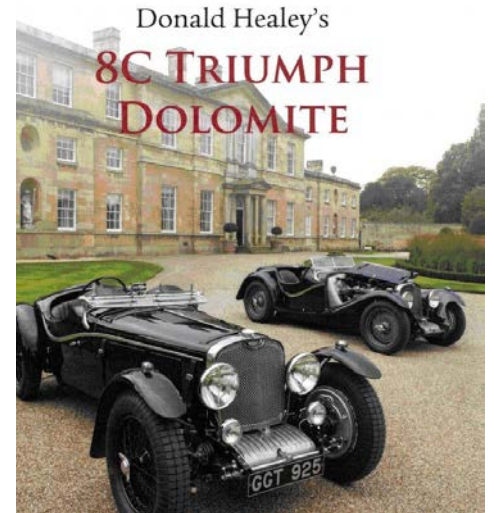


Dolomite 8C CLUB NEWS

The Edwardian splendour of London's Royal Automobile Club provided an appropriately opulent setting for the display, on January 30th, of two legendary pre-war sports cars, the most expensive British open two seaters of their day. The straight-eight Triumph Dolomites, the sole representatives of the model, were being seen together in public for the first time.

They were united to commemorate the launch of Donald Healey's 8C Triumph Dolomite, written by award-winning motoring historian, Jonathan Wood. Commissioned by the cars' owners and good friends, Jonathan Turner and Tim Whitworth, the book sets down, in unprecedented detail, the story of the Dolomite's gestation, birth, albeit limited production life and the cars' subsequent ownerships. Copiously illustrated with rare archive illustrations and specially commissioned colour photography, it is available in standard (and limited-edition forms). Full details can be found on www.donaldhealeys8cdolomitebook.co.uk

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-eight 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.

Donald Healey's grandson, Peter Healey, was present at the launch, also contributed the book's Foreword and provided the assembled guests with some first-hand recollections

of his grandfather. Also there was Robert Warner, grandson of Triumph's stylist Frank, who was viewing, like so many of the attendees, the two Dolomites for the first time.

Announced in the autumn of 1934, three chassis were laid down and one car, chassis DMH1, was fully completed, whilst a frame with chromium-plated mechanicals, DMH2, was prepared for display at the 1934 Motor Show. 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.

Donald Healey drove the single Dolomite DMH1, in the 1935 Monte Carlo Rally but he had the misfortune to be hit by a train on an unguarded level crossing in Denmark, luckily without much harm to himself and his co-driver. His Triumph was rebuilt utilising the spare chassis and he participated in the 1936 Monte, being placed eighth and was the first British car home.

After passing through the hands of young Tony Rolt who raced DMH2 during the 1937 season, the cars and spare parts were then acquired by London-based racing driver and motor agent Robert Arbuthnot. Ex-Alfa Romeo master mechanic Giulio Ramponi, who worked for him, rebuilt both Dolomites as road cars and endowed them with open two-seater

bodies by London coachbuilder, Corsica.

With the outbreak of war they remained unsold and were then acquired by racer Reg Parnell. Passing through numerous hands during the post war years, both Dolomites disappeared from public view although the car based on the ex-Motor Show chassis reappeared in 1979, having been acquired by Alfa Romeo enthusiast David Cohen. He commissioned historic racing car restorer Tony Merrick to rebuild the car, the latter dispensing with the Corsica coachwork, by then in poor condition, replacing it with a replica of the original Triumph-designed body. Subsequently passing through the hands of successive American owners, it returned to the UK in 2014, having been acquired by British classic car collector, Tim Whitworth of Yorkshire. "I thought...an 8C supercharged engine, astonishingly beautiful looks, amazing handling and only two exist in the world...who do I talk to and where do I sign? If only it was as easy as that, but that's another story... My sincere thanks to Jonathan Wood and all those who have helped piece together the jigsaw."

In the meantime DMH1 also entered the public domain in 1980 and had a number of owners before being bought in 2011 by Jonathan Turner, another Yorkshireman. Similarly a collector of British sports cars,

and an active competitor in historic racing events, he commissioned a complete rebuild which was executed by Blakeney Motorsport. In this case the Corsica body was retained but sensitively enhanced with a Touring-style trim strip and tail fin. Turner, who regularly drives his Dolomite in competitive rallies and racetracks (last outing Goodwood Revival), said: "It was built to rally and Donald proved how good it was at that. However, it is also an awesome car to race. Goes like the clappers and corners on rails."

Donald Healey's 8C Triumph Dolomite is a companion volume to Jonathan Wood's Squire the Man, the Cars, the Heritage that was published in 2015 and received awards in Britain and America. "The Dolomite was an exact contemporary of the Squire and

even less successful commercially!" said Wood. "But its rarity and state-of-the-art mechanicals made it a fascinating tale to unravel, particularly as the project was, for many years, shrouded in mystery. With considerable help from the owners, fellow enthusiasts and historians, I have been able to set down the story but in view of a lack of documentation, many questions remain unanswered. I'm hoping that the book's publication will jog a few memories."

A report on the impressive and memorable book launch at the Royal Automobile Club, Pall Mall will feature in the April 2018 issue of our club magazine. In the meantime here are a couple of photos taken on the day.

Prived by Nigel Makin





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Inside, you sit in reclining front bucket seats that adjust for height, as well as fore-and-aft.



Engineering logic dictated the placement of the array of instruments (including tacho and clock) set into a traditional walnut dash.

The same logic dictated a padded, alloy-spoke steering wheel you can adjust for both height and reach. The two column-mounted finger-tip control stalks.

And the heated rear window on the hard top. (We're not about to let a little misting spoil Stag's superb all-round vision.) It's comforting to know you motor in safety.

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*Performance figures taken from road tests conducted by Autocar Magazine.

For a free brochure, and the name of your nearest Triumph dealer, contact: **Sydney:** Mr. G. Kendall, Triumph Cars, 62 Parramatta Rd, Lidcombe, 2141. Phone (02) 648 5411. **Melbourne:** Mr. M. Ambrosius, Triumph Cars, 2161 Princes Highway, Clayton North, 3198. Phone (03) 547 6611. **Adelaide:** Mr. P. Jones, Triumph Cars, 461 Grand Junction Rd, Wingfield, 5013. Phone (08) 268 3333. **Brisbane:** Mr. J. Morgan, Triumph Cars, 1709 Ipswich Rd, Rocklea, 4108. Phone (07) 277 4111. **Perth:** Mr. R. Pittman, Triumph Cars, LD 3361) 635 Great Eastern Highway, Redcliffe, 6104. Phone (09) 65 1611. **Hobart:** Miles Hickey Pty. Ltd, 161 Murray Street, Hobart, 7000. Phone (002) 34 3021.

TIME, AUGUST 8, 1977

Registrar's Annual Report 2020

Numbers recorded below are sourced from the club's membership data. The registrar is aware that some cars are bought and sold and not reported to the registrar.

Stag	44	GT6	6
TR6	35	Herald	6
TR7	27	Standard	6
TR4	23	2000 Sedan	5
TR3	20	TR2	4
Spitfire	18	Roadster	1
2500 Sedan	15	Super 7	1
TR5-250	12	Gloria	1
Dolomite	10		

The registrar in no way claims credit for the predominance in Stag numbers.

Registrar TSOA-WA



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CONTACT Greg 0419 271 609

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Contact Peter Martin- 0409 101 637

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Contact Mick McGath - 0419 951 519

WANTED

WANTED

TRIUMPH STAG DIFF FOR MY 1976 STAG

CONTACT BARRY J COOK - 0418 405 028

WANTED/FOR SALE

If you have any items for sale
Just email it through to Denise
denise@op.kwikkopy.com.au



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Website: www.tsoa-wa.com



NAME: _____

ADDRESS: _____

PHONE: HOME _____ WORK _____ MOB _____

EMAIL ADDRESS: _____

NAME/S OF ANY ASSOCIATION MEMBERS KNOWN TO YOU: _____

DETAILS OF YOUR TRIUMPH

MODEL: _____ YEAR: _____ REGO: _____

COLOUR: _____ COMMISSION NO: _____

DETAILS OF YOUR NON TRIUMPH

MAKE: _____ MODEL: _____ YEAR: _____

YEARLY MEMBERSHIP FEE: \$50.00
(EFT Transfer—BSB 306010—A/c No. 4192921)

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