

TRead

The Triumph Stag Story



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

July 2020

We have a winner!

Last month we challenged bored members to a colouring competition.

The competition required contestants to cut out a template of a mighty TR6, to press it into shape, to colour it and to submit the masterpiece to the judges for critical appraisal.

Eric Hanich did just that, he is our big **Winner**. His magnificent effort is featured below. And further below is what might have been his inspiration.



Eric's Pimento Red
1977 Stag
photographed at
Narrabeen Lakes



President's Report

July 2020

Neville Bowden



Hi Folks

Is that light I see at the end of the tunnel? I certainly hope that it gets brighter and doesn't dim with a resurgence of COVID-19 in NSW like we have seen in Victoria. We have had to delay the printing of TRead this month while we waited for confirmation on changes to the COVID-19 restrictions. The good news is that we are now able to go ahead with Christmas in July with the venue adhering to the 1 person per 4 sq. metre rule and the 1.5 metre social distancing. This will be a seated lunch and all necessary precautionary rules will be adhered to by the Carrington. Please reserve your place early as we have limited space available.

We were able to get your committee together for a meeting in June and we all enjoyed a new daytime format for the meeting with coffee and cake. Everyone is enthusiastic and keen to get things moving again. Our general meetings at the Carlingford Bowling Club are also able to be resumed with a limit of 50 members, which is around our average attendance. **The general meeting will be held on Tuesday 14th July** which is our normal scheduled date. Carlingford Bowling Club have had clearance from their governing body, Clubs NSW to allow the resumption of our meetings. The bistro will be open, and they are keen to welcome us back.

PLEASE NOTE: To attend the general meeting you must register with me by close of business Thursday 9th July. Please register by phone/text: 041900-4283 or email: nvbowden48@gmail.com with your name and mobile number. Carlingford is closed on Mondays, so they have requested extra lead time to set the room up.

We obviously would like to Celebrate the 60th Anniversary of TSOA appropriately so we will see if there are further easing of restrictions in August to facilitate this. We are continually dealing with a moving target as we try and get back to a new normality, so your ongoing understanding and support is greatly appreciated as we wait for government announcements and the interpretation of different authorities. I can assure you that there has been some confusion and a number of different interpretations to date, but I think everyone is getting better.

We will have a final decision on the fate of the 2020 All Triumph Challenge next month, along with the venue and date of our club concours. Look after you and yours.

See you out and about soon.....Nev.

From the Editor

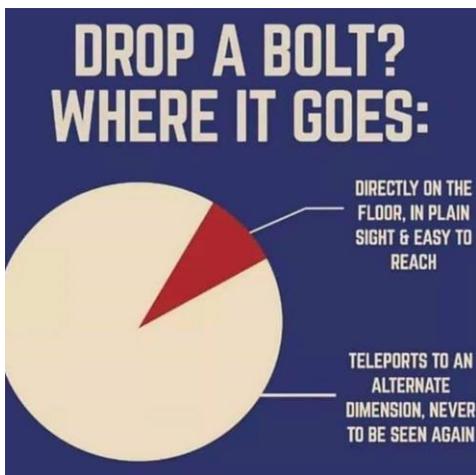
Jeff Breen



At last we are commencing to get back into our normal club activities. Our first general meeting since March 10th is now scheduled for July 14th, the very popular Christmas in July at the Carrington Hotel Katoomba on July 19th is locked in, a real Coffee 'n' Cake is booked on July 29th (planning for the next one is well in hand) and the Pinkestone Run in August. It is all go, go, go at the committee, the only thing missing at the moment is a full-on return to motorsport(s). Nevertheless, members will note that forward planning is proceeding with the assumption that the TSOA Supersprint and All Triumph Challenge weekend in Goulburn, in September, will be a 'goer'.

We are required to proceed cautiously of course, obey all the social distancing regulations and book everything well in advance. It might be a slow start... but it is a start!

In the magazine this month we are celebrating the 50th Anniversary of the release of the mighty Triumph Stag. I hope that you enjoy the articles and photographs that I have pulled together for you. There was one very good article submitted for inclusion this month that unfortunately I have not been able to convert from the submitted PDF into a compatible format for inclusion in the printed copy. So I am going to be trying something new(?) - I am putting that article in a separate Stag Supplement PDF that will be posted onto the website alongside the normal magazine. (Fingers crossed that this works).



Members will appreciate that the committee has been working furiously (but always well within the COVID regulations of course) to maintain member contact across the club, and to prepare for the time when we can get back to normal(?). A lot of hard work is going into starting up these club activities, please show your appreciation of those efforts by making the effort yourself to get out there, in your Triumphs, and enjoy all the activities that the club offers.

Cheers Ed.

Club Notice Board

New Members and Concessional Registration Schemes,

Hi to all Members

With the COVID-19 regulations continuing to restrict our meetings this month I will continue to manage HVS and CVS concessional registration renewal forms by mail.

May I request that when you do forward your paperwork to me for the club stamp and signature, please do not include the original Registration papers or the original Safety Inspection Report - photocopies will do. If the originals do get lost in the mail you will have to replace these at your cost and deal with the RMS for replacement registration documentation this is not always a pleasant experience



We do have more good news today as again we have 4 new members to announce this month: -

- **Toby Cooke** with a **Spitfire**, a work-in-progress but coming along nicely.
- **Toby Cooke** with this mighty **TR6** (below)



- **Nagy Khoury** with the white **TR4**
- **John Tompsett** with this pretty **Mk11 sedan**



Norbert Nieuwenhuizen
Concessional Registration and
Membership Officer

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



From the Library this month

The TSOA NSW library is still tucked away, quite nicely snuggled up, and warm. However, we are not closed ... your library is very much open for business.



The COVID-19 restrictions are slowly being eased and varied, however for the time being we will continue with the suggestions made last month. If you need to borrow a book (for that time-on-your hands lockdown project?) drop me a line and we will put our heads together and work something out. One option might be that I look up any information that you require and forward a copy of that to you via email.

Once again, I hope everyone is safe and well and learning lots of new things whilst we are in shut down.

Cheers **Ken Peters**
Librarian

0417 676 199 or ken7@bigpond.com.

41st National Meeting 2020

With the recent relaxation of the COVID-19 restrictions we are even more confident than ever that this event will be going ahead as planned. Our final decision date is at the end of July ... things are looking good!

The organising committee has been beavering away with the detail planning for the week and it is looking like it is going to be a humdinger of a week.

Looking forward to seeing you all soon.



NSW Nationals
Coordinator
John Stokes



Social Report

Geoff Batty

Well once again I'm writing a social report in the midst of the COVID-19 pandemic, but this time there is more light at the end of the tunnel. Our Christmas in July at the Carrington Hotel in Katoomba is now confirmed and going ahead. Many members who were waiting to find out the new rules as of the 1st of July have been in contact to make their bookings. We expect this to be a popular event in the beautiful surroundings of the Carrington. Make sure your heater is working before you head off.

The next event on the calendar is the annual Pinkstone Run, which will be held up around the Central Coast. John Whittaker is promising an interesting run with a twist, so keep the 2nd August free.

The ladies Day up to Windyridge Gardens Mt Wilson & Megalong Valley Tea Rooms, which was scheduled earlier in the year has been rescheduled for September, so we should see some springtime beauty as the landscape bursts back to life. (Still might need that heater).

I hope you are all managing to stay fit & well and I look forward to seeing you at one of our outings over the next few months.

Cheers Geoff.

Coffee 'n' Cake **July**

For those that are getting tired of Nescafe we will be resuming our Coffee 'n' Cake schedule starting **29th July at Vanilla Cream Annangrove**. The old Amaroo Park Raceway venue.



Note that **booking is mandatory** to participate.



You **must email or text me** with your intention to come as people numbers for this booking are essential.

See you all there.....

Keith and Merran Higgins
0409 656 577 /
[**keith@aodaustralia.com**](mailto:keith@aodaustralia.com)

Motorsport



**Glenn Coutinho
+ Ken Peters,**

The question everyone is asking *what's going on in motorsport?*
The short answer is not that much BUT some things are slowly starting to come to life.

Terry from MRA has just run his first race meeting post COVID at SMSP on the 14th June, I thought it opportune to catch up and see how it all went. From all accounts it appears that they had a good day but not without certain challenges related to social distancing. They very nearly had to cancel the meeting last minute but after some last-minute frantic phone calls the meeting went ahead. Elliot Wright had his TR7 & Rhys Morsillo was running the Dolly at this meeting

At this stage Terry of MRA is still planning on running future events, the next one being on the 5th July in which Sue and I will be entered, and the Supersprint Round and All Triumph Challenge scheduled for 12th & 13th September. However, all of this will be subject to whatever rules are in place at that point in time. While SMSP is running race meetings, I rang Wakefield to see what's going on there, at the moment its track days only with numbers limited to 40 with 1 car/1 entrant, no friends, no family, no support crew. However, I note that Wakefield are running their first race meeting on the 11th & 12th of July so it will be interesting to see how they comply with the social distancing rules.

I have had a discussion with TSOA Victoria, at the moment they are running the All Triumph Challenge but have cancelled all the social events associated with the ATC. The problem being that while you can run supers prints & race meetings, you can't have spectators or support crew hanging around the pits with number at tracks strictly limited.

The other issue at this stage is that race tracks are bumping smaller events to fit in National events that had to be cancelled due the COVID restrictions, so while there may be dates in place for future events, there is no guarantee that these events will actually happen.

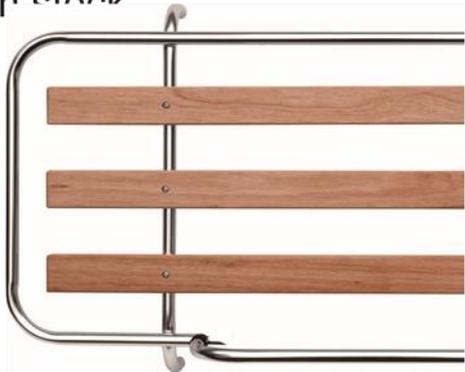
Which brings me to our TSOA Supersprint and ATC Event for 2020 with all the social events attached to the Event. At this stage and given the current rules for social distancing and the rules in place for running race meetings it appears the event will still happen however all the social events attached to the meeting could be a problem. We will need to see how the situation



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develops over the next month or so before making a final decision on what will or will not happen.

In the meantime, fingers crossed, hopefully rules will be relaxed as we move forward & we might just be able to get out on the racetrack *and go nuts!!*

Glen Coutinho

**A WEEKEND OF TRIUMPH FUN &
EXCITEMENT**

SAVE THE DATES* NOW

TSOA Sprint Day

September 12th 2020 ?

ALL TRIUMPH CHALLENGE 2020

September 13th 2020 ?

Highland run to Goulburn, super sprint at Wakefield, a BIG dinner, All Triumph Challenge, Show & Shine & Lunch are just some of the activities planned for this action & fun packed weekend

STAY TUNED FOR MORE

With the recent relaxation of some of the critical COVID-19 restrictions affecting us we remain hopeful that **TSOA Sprint Day** and the **All Triumph Challenge** on the following day will go ahead as planned. The details for the at the track day and the planned social events are being re-considered in the light of the relaxed restrictions.

So keep these dates open in your diary, we hope to be able to confirm the details in the August edition of TRead.

Ken Peters





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TSOA NSW CHRISTMAS IN JULY

DATE: SUNDAY 19TH JULY*

YULEFEST LUNCH – WITH ALL THE FESTIVE TRIMMINGS INCLUDING BON BONS

MENU: 4 COURSE MEAL, ENTRÉE, MAIN, DESSERT, C/W TEA, COFFEE & CHRISTMAS CAKE. INCLUDES COMPLIMENTARY GLASS OF GLUHWEIN.

RESIDENT PIANIST & SINGALONGS

LUCKY DOOR PRIZE

VENUE: CARRINGTON HOTEL, 15 – 47 KATOOMBA ST, KATOOMBA

TIME: 12.00 NOON

COST: \$63 PER HEAD

**BOOKINGS ESSENTIAL:
CONTACT: GEOFF BATTY
EMAIL: geoffrbatty@gmail.com
MOB: 0428 242 597**

**PAYMENT TO TSOA:
BSB: 032-081 A/c 910909**

***SUBJECT TO CURRENT NSW GOVT.
COVID-19 REGULATIONS.**



Coming Up Trumps

14 July, Tuesday: General Meeting

19 July, Sunday: Christmas in July



**02 August, Sunday:
The Annual Pinkstone Run**

‘PINKERS 2020’ IS ON!

Start: BILL SOHIER PARK, OURIMBAH – 09:45 admin.
Finish: THE WANGI WORKERS CLUB – lunch from 12:30.

There are four stages stretching over approximately 80 klms. The unit of measurement shall be known as the ‘Pinka’. Handy to have a working odometer – accuracy irrelevant as each car will be given an individual conversion factor to calculate in ‘Pinkas’. Good idea for the Navigator to have on hand a small calculator as mobile phone apps can be a bit slow to get up.

Note that **booking is mandatory** to participate.
Please advise with numbers attending to **Geoff Batty**
geoffrbatty@gmail.com not later than Friday 24th July even if you are coming only to the lunch.

Detailed instructions will be emailed to participants in the week prior the event.

John and Jennie Whittaker

**12 September Saturday:
TSOA Sprint Day TBA**

**13 September Sunday: The
All Triumph Challenge TBA**

I know how he feels!



The Triumph Stag Story



The Stag is a 2+2 sports tourer sold between 1970 and 1978 by the British Triumph Motor Company, styled by Italian designer Giovanni Michelotti.

Envisioned as a luxury sports car, the Stag was designed to compete directly with the Mercedes-Benz SL class models. All Stags were four-seater convertible coupés, but for structural rigidity – and to meet proposed American rollover standards of the time – the Stag required a B-pillar "roll bar" hoop connected to the windscreen frame by a T-bar. A body color removable hard top with defrost wires on the rear window, full headliner and lever operated quarter windows was a popular factory option for the early Stags, and was later supplied as a standard fitment.

The car started as a styling experiment cut and shaped from a 1963–64 pre-production 2000 saloon, also styled by Giovanni Michelotti. His agreement was, if Harry Webster, Director of Engineering at Triumph, liked the design, Triumph could use the prototype as the basis of a new model. Webster loved the design and took the prototype back to England. The end result, a two-door drop head (convertible), had little in common with the styling of its progenitor 2000, but retained the suspension and drive line. Triumph liked the Michelotti design so much that they propagated the styling lines of the Stag into the new T2000/T2500 saloon and estate model lines of the 1970s.^[citation needed]

Triumph gave new projects four letter development code names (e.g. Bomb for Spitfire) and interestingly, Stag was the only Triumph to take its development code name into production.

The initial Stag design was based around the saloon's 2.5-litre six cylinder engine, but Webster intended the Stag, large saloons and estate cars to use a new Triumph-designed overhead cam (OHC) 2.5-litre fuel injected (PI) V8. In 1968, under the direction of Webster's successor, Spen King, the new 2.5 PI V8 was enlarged to 2,997 cc (3 L; 183 cu in) to increase torque. To meet emission standards in the US, a key target market, the

troublesome mechanical fuel injection was dropped in favour of dual Zenith-Stromberg 175 CDSE carburettors. In common with several other manufacturers,^[3] a key aim of Triumph's engineering strategy at the time was to create a family of in-line and V engines of different size around a common crankshaft. The various configurations Triumph envisaged would enable the production of four-, six-, and eight-cylinder power plants of capacity between 1.5 and 4 litres, sharing many parts, and hence offering economies of manufacturing scale and of mechanic training. A number of iterations of Triumph's design went into production, notably a 2.0-litre slant four-cylinder engine used in the later Dolomite and TR7, and a variant manufactured by StanPart that was initially used in the Saab 99. The Stag's V8 was the first of these engines to be fitted to a production car. Sometimes described as two four-cylinder engines siamesed together, it is more strictly correct to say the later four-cylinder versions were the left half of a Stag engine.

It has sometimes been alleged Triumph were instructed to use the proven all-aluminium Rover V8, originally designed by Buick, but claimed it would not fit. It is unclear if Triumph meant the Rover engine would not physically fit inside a Stag's engine bay. It can in fact be made to fit the space, but the decision to go with the Triumph V8 was probably driven more by the fact that the Buick's different torque characteristics and physical weight would have entailed substantial re-engineering of the Stag when it was almost ready to go on sale. Such a substitution would also have required a rethinking of the wider engineering strategy, both of which were important "fit" considerations beyond the comparatively trivial matter of the relative dimensions of the two engines. Furthermore, Rover, also owned by British Leyland, could not necessarily have supplied the numbers of V8 engines required to match the anticipated production of the Stag anyway.^[4]

As in the 2000 model line, unitary construction was employed, as was fully independent suspension – MacPherson struts in front, semi-trailing arms at the rear. Braking was by front disc and rear drum brakes, while steering was power-assisted rack and pinion.

The car was launched one year late in 1970, to a warm welcome at the various international auto shows. The Stag rapidly acquired a reputation for mechanical unreliability, usually in the form of overheating. These problems arose from a variety of causes.

First, the late changes to the engine gave rise to design features that were questionable from an engineering perspective. For example, the water pump was set higher on the engine than is usual. If the engine became hot in traffic, and coolant escaped from the cooling system via the expansion bottle, the reduced volume of fluid left when the engine cooled down again fell below the level of the pump, which would eventually fail as a result. Water pump failures sometimes occurred due to poorly-hardened drive gears, which wore out prematurely and stopped the water pump.^[5]

A second cause of engine trouble was the lack of attention to corrosion inhibitor in the coolant. The block was made from iron and the heads from

aluminium, a combination that required the use of corrosion-inhibiting antifreeze all year round. This point was not widely appreciated by owners or by the dealer network supporting them. Consequently, engines were affected by electrolytic corrosion and white alloy oxide sludge collected in radiator cores, reducing radiator efficiency and causing overheating. The result was head gasket failure due to cylinder head heat distortion, a very expensive repair. Owners would usually get their repaired cars back with the radiator still clogged, leading to repeat failures.

A third cause of trouble was the engine's use of long, simplex roller link chains, which would first stretch and then often fail inside fewer than 25,000 miles (40,200 km), resulting in expensive damage. Even before failing, a stretched timing chain would skip links and cause valves to lift and fall in the wrong sequence, so that valves hit pistons and damaged both. This fault may have been worsened by poor quality chains.^[6]

Another problem with the cylinder heads was said to be the arrangement of cylinder head fixing studs, half of which were vertical and the other half at an angle. Anecdotally, this arrangement was used to reduce production costs, as the cylinder head mounting studs and bolt were all accessible with the rocker covers fitted. This allowed the factory to assemble the cylinder head completely before fitting to the engine. The same arrangement worked well enough on the 4-cylinder engines, but in the V8 the angled and vertical studs, when heated and cooled, expanded and contracted in different directions sufficiently to give rise to sideways forces that caused warping of the engine block.

Finally, although pre-production engines cast by an outside foundry performed well, those fitted to production cars were made inhouse by a plant troubled with industrial unrest and inadequate quality control. Engines are still being discovered with casting sand inside, blocking the coolant passages and causing overheating.



Gordon Birtwistle was testing X782, the third Triumph-built Stag prototype, at Mallory Park race circuit when this picture was taken. By this time the specification was almost settled.

This combination of manufacturing and maintenance flaws caused a large number of engine failures. *Time* magazine rated the Triumph Stag as one of the 50 worst cars ever made.^[2]

British Leyland never materially reengineered the Triumph 3.0 litre OHC V8 to address these issues, other than introducing a high-pressure cooling system that boiled over at a higher temperature. Another problem was that the Stag was always a relatively rare car. British Leyland had around 2,500 UK dealers when the Stag was on sale and a total of around 19,000 were sold in the UK over seven years. Thus the average dealer sold only seven or eight Stags during the car's whole production run, or roughly one car per year. This meant that few dealers saw defective Stags often enough to recognise and diagnose the cause of the various problems.

A number of owners replaced the troublesome engine with units from other cars, such as the Rover V8, or the Triumph 2.5-litre engine around which the Stag was originally designed. The number of such conversions undertaken is not known, but as at July 2017, 91% of Stags known to DVLA had a 3-litre engine, according to www.howmanyleft.com. It is not clear how many of these are original Stag engines and how many are Ford 3-litre Essex units. The once-popular Rover V8 conversion powers fewer than 4% of surviving Stags.

The last production Stag (BOL88V) is kept at the [Heritage Motor Centre](#).



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HAPPY 50TH BIRTHDAY TO THE STAG

I remember well the first time I saw a Stag. It was a dark green Stag gleaming under a few spotlights in a car dealership at dusk in Christchurch NZ, in January 1972. I was in NZ with fellow Senior Scouts to walk the Milford Track. We had arrived in Christchurch from Sydney that day and were wandering around looking at the city before heading south to our hike.

I don't think I was aware of the Stag prior to this and it was the first time I got to have a good close look. I remember being very taken with body curves over the rear wheels before being dragged away by my hungry mates. I was also surprised that the rear lights were not more similar to the 2.5PI Mk II which my uncle was selling at the time (not knowing then that the Stag was designed before the Mk II sedan). My uncle had a stream of 2.5PI Mk Is and IIs as company cars before his dealership changed to Ford about the time the Stag was released in Australia. I only saw my uncle once in a Stag and he was in a hurry that day so I did not get a ride.

The Stag was released for sale in the UK on 9th June 1970 following a major press launch conducted in Belgium in May 1970 after which the press articles were embargoed until the release date. All of the 13 Stags prepared for press testing were taken for high speed testing at the MIRA test grounds before being shipped to Belgium and tested again in Belgium to ensure they would reach full speed and receive favourable treatment from the press. Imagine the nervousness when a misfire was discovered at high speed in several of the cars.

This eventually led to the introduction of the double points distributor but the fix at the time is rumoured to be that a stronger spring was used in the points mechanism. The North American Specification version of the Stag was released for sale a year later due to the time taken to finalise settings to meet US emissions standards. Similarly for Australia the earliest Stags are 1972 model year ie built Oct-71 onwards and only a handful remain, ie Commission number LD10000 to LD14158.

I can only speak to the extent of Stag ownership since buying my Stag and joining TSOA NSW at the dawn of this century. Over time it seems to be that at most TSOA activities there are nearly as many Stags as there are TRs. Most recent examples including the number of Stags and TR6s being similar at the TSOA concours at the All British Day last year. While at the TSOA WA National Meeting display day there were also as many Stags as TR6s. Stags have been and continue to be significant in their appeal and use within the TSOA.

John Powell has been compiling a register of Stags in Australia based on data dumps received from the various Departments of Transport in each

state during 2019 and has 1,521 Stags listed as being in Australia. At this time only about 20% of the entries are completely verified in terms of data. So if you would like to add or confirm the details of your Stag to the register I am sure John would like to hear from you at stagregister@gmail.com. This is separate from the TSOA NSW internal register which would also welcome the details of your Stag.

When driving my Stag, I often count the number of 'wolf whistles' I receive in terms of the reaction from other motorists and bystanders. There are various levels to this phenomenon... the sneaky glance... the look... the longing stare... and the double take with its risk of neck injury. At higher levels... combinations of these with some or all of these gestures (almost universally favourable) ... pointing... thumbs up... waving wildly. Young blokes admiring the 'cool car mate' before disappearing at high speed in their turbocharged rice burners. Some offering to buy the Stag on the spot. Ladies strolling up to it and stroking the tan leather on the tonneau cover if they think no one is watching. Perhaps the most extreme was being stalked by a bloke in a tradies ute in Esperance WA who followed us around town for a quarter of an hour before pulling up next to us to have a look.



The Stag is just a beautiful car...well actually 3 cars... open tourer... soft top... and hard top... in the grand touring tradition. It drives beautifully as I was pleased to rediscover on our trip to WA last year. Most, if not all, of its early problems were solved last century and it can be fully enjoyed in the manner intended by its designers. Long may it continue to do so.

Happy 50th birthday to the Stag!

Lindsay Day



The TRIUMPH STAGS of TSOA (NSW)







Photos: Jeff Breen & Jeremy Braithwaite

The way we were... June 2012 All Triumph Race

Some Club members made a weekend of it. A small group met on Saturday for a run to Goulburn through Oberon (for lunch) then on through Taralga. Overnight in Goulburn then out to the track for the All Triumph Race.

Notes + Photos: Kaye Placing



Moira Dal Santo and Kirby's at Oberon

VALE: Malcolm Brooks OAM

The following message came through this week from Rod Chivas ...

If space permits you might mention in TRead that Malcolm Brooks OAM passed away this week, aged 90.

Malcolm was initially declared winner of the 1955 Redex Trial in his Vanguard that is until Volkswagen successfully appealed their penalties. I did not know Malcom however we do have available copy of an article written about him in 2011 for TRead by Rod.



Australian Motor Racing History – Question Rod Chivas

Question: The 1955 Redex Trial was the last and longest of these 3 epic events. It covered 10,533 miles of mostly dirt roads and every mainland state was to be traversed in just 18 days. 176 cars were entered and only minor modifications, such as bull bars, heavier springs, uprated shock absorbers and driving lights were allowed. Previous winners were a Peugeot 203 (Ken Tubman) and a 1948 Ford V8 (Jack Murray). In 1955, makes included Holden, Humber, Austin, Hillman, Ford Customline and Volkswagen. Cars lost points for being late or early into checkpoints (one point per minute) and for car damage. It was probably the first time an electronic timing system was used in Australia with IBM providing a “bundy” clock system.

Who was declared provisional winner at the end of the event?

Answer on page ... ??

Australian Motor Racing History – Answer

Answer: Car no. 60, a Vanguard Spacemaster driven by Malcolm Brooks and navigated by Frank Tate, with a loss of only 45 points was declared the winner after the Volkswagens of Laurie Whitehead (a Melbourne Herald journalist) and Eddie Perkins (Larry’s father) were penalised 500 points when cracks were found in their cars at post-event scrutineering. A single Triumph TR2 (#159) was entered by Norm Crowfoot (with a top speed of over 100 m.p.h. - the fastest car in the event) and two MGTf’s made up the sports car class – but none of the 3 sports cars were among the 57 finishers of the gruelling event.

However, after 2 months of protests and counter-protests, the VW’s (with a loss of 21 and 27 points respectively) were re-instated and Malcolm’s Vanguard was relegated to 3rd place. Vanguards also won the team’s prize in 1955. Another modification allowed in the Redex was replacement of driving seats - there was no such thing as a Recaro or Saas seat in 1955, so Malcolm fitted a pair of seats from a Liberator aircraft to his Vanguard.

Malcolm was just 25 years old in 1955 and competed in four further round Australia events, driving Vanguards in the 1956 Mobilgas (7th outright), 1958 Ampol (6th) and 1958 Mobilgas (7th) trials.

Malcolm Brooks OAM went on to success as owner of Regal Motors, Gosford until 1986; President of the MTA in 1974; then into Parliament as State member for Gosford until 1976; a long-term local councillor and then Mayor of Gosford in 2004-2005. He is still very involved in Gosford Rotary, holds an unrestricted private pilot’s licence and is active in the annual Standard-Triumph employees and dealers get together held each November.



This story was left behind in the TRead files by a previous editor Bill Revill, it seemed like a good time to have a laugh. Ed.

A Stag Story from 1982

Louise Crouchley, a past member of the Triumph Club, has recently re-joined the club, at the August meeting I noticed she had 2 very old editions of Tread from 1982, she very kindly lent me these 2 copies. whilst reading through one of these editions I came across "The Stag Story" (below) which I found rather funny. Rather than re-typing the story I thought I would scan & copy the article to get the feel of how the magazine was put together in the eighties, note the page, as was the whole magazine, banged out on a typewriter. How difficult must it have been to be the editor in those days. Modern technology makes our life so much easier (and some days a lot more troublesome & complex).

TREAD

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THE STAG STORY

Reprinted from 'Stag Owners Club Magazine.

This is a story about an unfortunate D.I.Y. motorist who lived in South Wales. His car developed kangaroo petrol and upon investigating he found little bits of rust in the carburettor. He correctly diagnosed a rusty petrol tank and resolved to take the petrol tank off the car and clean it out. The following weekend, he jacked his car up in his garage, drained all the petrol out of the tank into buckets, unbolted the tank and removed it from the car. He shook it and could hear the rust rattling about inside but would it come out through the filler spout? - no it would not! How to get it out? Brainwave!! He would use his wife's cylinder vacuum cleaner with the crevice tool on the end of the hose. He set it all up, stuck the vacuum cleaner nozzle deep into the tank and switched on.

Hearing a strange noise behind him, he turned round just in time to see the vacuum cleaner with a two foot long flame coming out of the back and moving across the floor of the garage.

Gathering speed, his home made rocket made a bee line for the buckets of petrol and knocked one over.

His whole garage went up with an almighty bang, blew the roof and doors off, smashed the windows in his house and his neighbors and set fire to the washing on his wife's line. I don't know if he wrote his car off but I think it is highly likely he escaped.

He had invented the Jet Engine - the hard way!!!

Staggering Across Australia –Part 2 –

Jill & Lindsay Day

Given the corona virus restrictions on movement in early 2020 it is hard to believe that we had the freedom of driving interstate at will, not so long ago. This is the second of a series of articles with our recollections of our last big trip and an expression of hope that we will again be free to do so. At the time of writing most state borders remain closed and there are still some district border closures in Western Australia. This article deals with the first half of the trip across Australia. *Stay safe everyone!*

A group of members from the Triumph Sports Owners Association in NSW had organised to travel together to Western Australia for the 40th National Rally being hosted in 2019 by TSOA WA. Their itinerary had longer daily runs than Jill and I wanted and so we established our own itinerary taking our time to do the 5,000 km (3,000 miles) to Margaret River in 13 days. In 2009 we did this crossing in our 2.5PI sedan in 8 days which we found a bit hectic, but we were accompanying friends in their Stag whose departure date was constrained. In 2014 we did it again in 12 days which was much more comfortable and allowed time to look around as we went.

7th October – Orange – 285km (177 miles)

Our first day was relatively short as a shakedown day and to allow time to respond to anything we had left behind or any emerging faults on our Stag. Our route took us straight up the Great Western Highway over the Blue Mountains with a coffee and pit stop at Glenbrook in the lower Blue Mountains. We were sitting and chatting with a lady called Chris in the park about the golden retriever she had with her. Ultimately to find that she used to work with Margaret Clark in the 1990s and has a farm across the road from Trevor Seaman at O'Connell, both being well known in NSW Triumph circles. We bought some sandwiches for lunch then moved on to have them at the Mitchell Ridge Lookout at the top of Victoria Pass which was built in 1832 and still in use today. The view over the top of the pass into Hartley Vale was dry for this time of year as it reflected several years of drought and a hint of things to come.

Nine days later the Gaspers Mountain bush fire was started by lightning on 26th October and burnt through more than 5,120 sq km (equal in area to the UK county of Norfolk). The south west corner of the fire reached the towns on the Great Western Highway and righthand side of the Hartley Vale picture nearest Victoria Pass in December 2019. The fire was finally declared extinguished on 14 February 2020. The Cox's line of road some 20 km to the north of Victoria Pass was straddled by the fire and the picture of roadside signs shows how terribly the scene changed in a couple of months.

After adjustments to the front shock absorbers and low speed fuel screws (see previous article on preparation) we continued on to Orange where we stayed in the Mid City Motel which dates from the 1960s and was the first motel established in NSW with forecourt parking. A striking feature of the landscape - Mount Canobolas - at 1,395m is the highest peak in a straight line between the Blue Mountains and Perth. Orange is the only recognised wine region within the Central NSW Region that is defined by height above sea level (above 600m) and is the highest altitude wine region in Australia. After an afternoon walk around town we had a pleasant dinner at the nearby Orange Royal Hotel and an early night.



8th October – Cobar – 428km (266 miles)

We woke to a sunny morning with promise of clouds and dust storms later in the day. After a morning walk around Orange admiring the public buildings such as the Lands Office we departed for the two hour run via Molong and Yeoval to our first stop at Narromine. We are passing through the mixed grazing and cropping country of the Central West Slopes and Plains of NSW that are very dry and have been destocked because of the drought. Narromine was established in 1883 after the railway passed through and is an agricultural and mining area and a training airfield during WW2 that stored aviation fuel. A theme being revisited for fuel security. The buildings at the airfield have been converted to B&B accommodation and an air museum. The airfield and its aviation beacon operate on an on-demand basis these days.

Our sunny morning drive has now given way to overcast conditions with some local storm cells as we drive toward Nyngan for the next hour and a half. In short order we found ourselves with the windscreen wipers on in a brief rain shower while watching dust storms and some approaching 'willie willies' which are in effect mini-tornadoes. One suddenly cut



across the road as we approached, and the car was blown one car width sideways toward the centre of the road at 110 km/h(68 mph)!!. There were also instances where visibility was quickly reduced to a couple of hundred

metres or less by dust. Thankfully, there was very little traffic around since leaving Narromine and pretty much for the rest of the trip.



We had lunch in Nyngan which is situated on the Bogan River and has a good museum located in the railway station buildings with an Iroquois helicopter mounted outside. Jill's father was born in Nyngan in 1915 and we visited the **Big Bogan** which has been erected by the Bogan Shire Council as a tourist attraction. He seemed to have been recently 'tuck pointed' and was looking crisp. There is also a preserved Cobb & Co coach No.8, Nyngan to Canonba, adjacent to the Big Bogan which makes us very glad to be riding in our Stag. Canonba is 15 miles east of Nyngan and would have been a day's

travel by coach in the mid-1860s.

After our final adjustments to low end fuel and front shock absorbers we departed Nyngan. Just outside of Nyngan we turn onto the Barrier Highway for a one and a half hour drive to mining town of Cobar. There are still some dust storms around but after a while the country opens out as we have now left the North West Slopes and Plains and are in the Upper Western area of NSW which is rather flat and dry. A debate begins over whether the white flowers we can see are wildflowers or just weeds, given the years of drought weeds is more likely. We were getting into a rhythm with fuel bought at the end of each day's run and sometimes during the day on longer runs such as today where we topped up at Nyngan. Oil and water levels were checked each morning before departure. A pleasant Chinese dinner at the Cobar Bowling and Golf Club then we retired to our motel room where we saw on the tv news that NSW dust storms had been reported in the international media. We were glad to have only caught the edge of the dust storms.

9th October – White Cliffs – 333 km (207 miles)

We are really in 'big sky' country now and heading for the highlight for our crossing and the reason for choosing to travel via the Barrier Highway. Tonight we will be staying in the underground motel at **White Cliffs** which we had wanted to visit for years. Each time we went past the turn off on the Barrier Hwy in previous trips we would remark on it. For the first half hour heading west from Cobar we began to see some road kill



alongside the road. There were large groups of feral goats and at times we reduced speed in case they did decide to dart across the road. We had fitted 'Roo-Shoo' ultrasonic whistles to the front overriders some years ago and have seen them work on kangaroos and emus and frankly would not drive outside of our major cities without them. Although there are some wags who say they obviously work on elephants too as we hadn't seen any of them either. Fortunately, they seem to work on goats. After 2 hours we reached Wilcannia on the Darling River which was a paddle steamer port in the 19th century but the river is not flowing at present and has only just begun to flow at time of writing for the first time in several years. We topped off our fuel with 98 RON using the automated pump at the BP depot for our 200km round trip to White Cliffs. We had planned our fuel purchases for the trip so that we would acquire either Caltex Vortex 95 or 98 or BP 98 RON fuel as our Stag is tuned for 'super' which is approximately 95 RON. In western NSW you can get 95 RON but it has 10 percent ethanol. Having had the seals in the fuel metering unit of my 2.5PI sedan 'eaten' by 95 with ethanol in 2009, I was not keen to use it in our Stag.

White Cliffs is an opal mining settlement and because of the high temperatures most of the miners live in underground dugouts alongside their workings. It owes its early success to trips to London to convince Victorian era jewellers that opal is a gem and worthy of being used in jewellery. We arrived to have a late lunch at the general store which receives one supply truck a week. We then drove around the town and checked into the underground motel which was originally two adjacent miner's dugouts which have been joined and expanded in the 1980s. We had been wondering why there had been no road kill along the side of the road all the way from Sydney. The lady checking us into the motel advised that the native and feral animals had all died out some years before due to lack of feed and water from the drought. So far since leaving Sydney we had seen one emu, the feral goats west of Cobar and a couple of cows and a couple of horses in paddocks alongside the road from Wilcannia to White Cliffs. Due to sparse bookings we had a choice of most of the **dugouts** so we looked at them all and eventually settled on **number 9**. Dinner in the dining room at the motel and then we thought we would see if we could do some stargazing from on top of the motel, however, there was a full moon which prevented the dark sky we were seeking and it was cold so we came back to our dugout. No tv in room and no Wi-Fi.... there was only just enough wired internet to operate the EFTPOS terminal at check in..... intermittently.



10th October – Broken Hill – 268 km (167 miles)

A short day today which gave time to take in the sights around Broken Hill. After leaving White Cliffs the 100 km back to the Barrier Hwy at Wilcannia passes quickly without seeing any animals. The fuel gauge is reassuringly high so we turn right for Broken Hill without topping up at Wilcannia. We filled up with fuel at Broken Hill and then visited the mint to acquire a meandering river silver bracelet as a birthday present for our new daughter in law. Then we turned north for lunch at the Silverton Hotel which is in an historic mining town. In pride of place outside the pub there used to be a

replica of **Mad Max's Pursuit Special V8 Interceptor** from the film

Mad Max 2 which was filmed in the area. The interceptor is now a VW beetle on steroids which has a rather different road presence. After a good pub lunch on the veranda we spent a couple of hours in the excellent museum located in the old gaol. It would have to be the best curated local museum that we have ever seen. On our



way back into Broken Hill there some willie willies near the road but thankfully with less energy than those a few days before. We then drove out to the Living Desert and Sculptures and admired the views and saw our first kangaroo in the wild for this trip. The view to the north east from the car park at the sculptures conveys the emptiness of this part of the interior. After returning to Broken Hill we had a good dinner at the Palace Hotel which was featured in the film 'Priscilla Queen of the Desert' and has memorabilia from the film in addition to the extensive natural scenes painted on its interiors. The '**Broken Heel Festival**' is now held in Broken Hill each September as a tourist event.



11th October – Laura – 327 km (203 miles)

A medium distance day today during which we will leave NSW on the Barrier Highway and then pass through the dry eastern part of SA until we reach

the grain belt. But first, an important self-imposed duty which is to make our fifth visit since 1982 to the Titanic Memorial in Sturt Park in Broken Hill before we depart. The memorial was raised by public subscription in Broken Hill and put in place in late 1913 to commemorate the heroic actions of the bandsmen who continued to play as the Titanic sank. West of Broken Hill we find ourselves in big sky country as we pass through Cockburn into the north east pastoral district of SA. The Barrier Highway follows the railway line and eventually we see an eastbound container freight train with three 4,000 HP NR class locomotives at the head. We have seen the towns in this region gradually declining over decades with changes to agriculture, railway operations and climate. In some of them the pub has closed and been bought and operated by a community cooperative on a part time basis to keep a social focus in the town. After passing a number of these small towns we reached the Quarantine Inspection Station at Oodla Wirra where all vehicles are searched inside and in the boot for fruit and other banned items that could allow agricultural pests into SA. We are now 210 km (130 miles) inside SA and can only surmise that pests like fruit fly can't survive the environment we have just driven through.

Just down the road we pass the turn off to Peterborough which has in its Steamtown Museum the only working triple gauge locomotive turntable in Australia. It is equipped for narrow, standard and broad gauge operation as seen on a previous visit during the 2016 TSOA SA National Meeting. We also passed the turn off to the nearby town of Terowie which used to be a narrow gauge and broad gauge rail terminus and is the place where US General Douglas MacArthur made his 'I came out of Bataan and I shall return speech' in March 1942 in relation to the Battle of the Philippines. We keep following the Barrier Hwy until we reach our lunch stop at Burra which is another of our favourite towns. The copper mine at Burra produced 5 percent of the world's copper in the 1850s which was extracted by Cornish tin miners who were emigrated for that purpose. We have a combination pastie each for lunch which is two thirds meat and one third dessert.

All country towns in Australia have a memorial to local lives lost during World War 1, prior and later conflicts. The Burra memorial has a recently restored WW1 German artillery piece on display next to it. We leave the Barrier Highway and are now travelling on B roads through the Mid North region of SA. On previous trips through here we have seen striking displays of canola crops in yellow flower but because of the drought there are fallow fields and stunted crops. Our next stop is Jamestown to visit Jill's favourite quilting shop. 15km outside Jamestown is the Hornsdale Power Reserve which is the site of the Tesla lithium ion battery installed to provide battery backing to the electricity grid using electrical input from the Hornsdale Wind Farm. At the time of construction it was said to be the largest lithium ion battery in the world. It is mid afternoon when we arrive at Laura and the B & B we are staying in tonight. Laura is a small town of 500 people built by a local land owner in the late 1800s to house his workforce with one Lutheran church and one pub. He named the town after his wife. After a

good dinner at the local pub which reminded us of our local bowling club we strolled around the town to find an illuminated statue of Australian poet **C. J. Dennis** who lived in Laura for a while and wrote *The Songs of a Sentimental Bloke* amongst other poems in the early 20th century.



12th October – Streaky Bay – 503 km (313 miles)

The longest and hottest day of our crossing took us out of the SA mid north grain belt to Port Augusta at the head of Spencer Gulf, then right across the Eyre Peninsula to Streaky Bay, another of our favourite spots. Shortly after leaving Laura we enter the town of Wirrabara where the local grain silos have been painted.

'Silo art' has been a developing theme in rural SA and other states where towns rather than having plain white or bare concrete silos have them painted by visiting artists often in conjunction with local schools in order to improve their towns and attract tourists. The silo at Wirrabara is the first example we have seen since leaving home.



We continue north on the Horrocks Highway which takes us through further agricultural country to Wilmington where we turn left onto Horrocks Pass Road for the descent to the coastal plain adjacent to Spencer Gulf. Next a right turn onto the A1 Augusta Highway for the short distance to Port Augusta. On this short stretch we pass Sundrop Farms which is a large hydroponic tomato and vegetable growing greenhouse which is powered by a thermal solar electricity generating station near the site of the decommissioned and

demolished Stirling North coal fired power stations. We had a quick morning tea and a fuel top up at one of the large service centres as we were entering Port Augusta then carried on across the Eyre Peninsula on the Eyre Highway. After passing the Iron Knob mining area near the Whyalla turnoff we come to Kimba after an hour and three quarters. **Kimba** says it is 'halfway across



Australia' with some striking **silos art** and the **Big Galah** where we had lunch. The subject of 'big things' around Australia has had books written about it. The grazing country is a bit less bleak than most of the country between Port August and Kimba and we reach Poochera after a couple more hours, then turn left onto Streaky Bay Road for the last three quarters of an hour to Streaky Bay with the trees alongside the road gradually getting taller. The temperature is in the low 30s and while we have not unzipped the rear window, we are both fantasising about falling into



the swimming pool at the **Streaky Bay Motel**. After settling in, Jill notices that there is no water in the pool and asks the manager who says that 'they don't commission the pool until 1 November as it is not hot enough'. So a cool shower and a drink followed by

some delicious King George whiting for dinner at the Streaky Bay Hotel.

Tomorrow we start our crossing the Nullabor Plain. Our Stag is running well with minimal attention so on we go!

Lindsay Day

Men's Health

Men's Health can be a touchy subject but unfortunately at times we men can do with a gentle prod. Here is an open letter from a man who is prepared to put himself 'out there' just to help others. It could well be worth your time to read his story. Ed

CORONAVIRUS, STAG WITHDRAWAL and PROSTATE CANCER

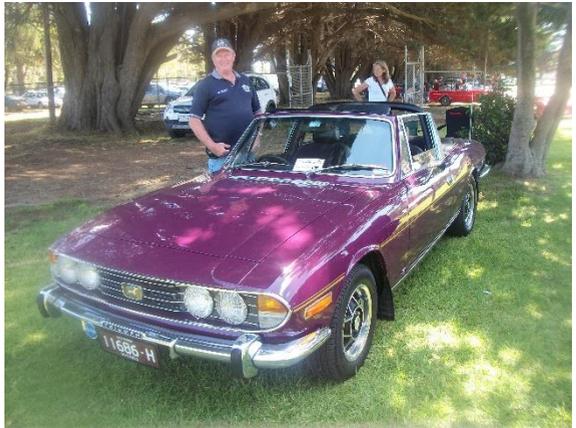
We now live in uncertain times. We once lived in a near perfect carefree world. Now we are confined to our homes and only allowed out to do shopping for food, essentials. Going to the doctor, getting medical supplies (Bunnings- what a joke). Thousands of Australians have lost jobs and possible their homes. Children are now taught at home by their parents. Most four year old kids are smarter than their parents. Will our life ever get back to normal!! Remember the days when you could jump in your car, go for a drive in the country and have lunch in a country pub. The smells of fuel, oil, the Triumph exhaust notes. Will these days ever return? We have had e-mails from the AOMC saying that we are to leave our Club Cars in their garages. How safe will they be when we are allowed to drive them again?? Will the values of our classics appreciate or depreciate? It is like that we have woken up in a movie and it won't go away.

The main reason for this article is to reinforce Men's Health. For the last 15 years I have had annual Prostate blood readings (PSA – Prostate Specific Antigen) taken and the readings were always under 1.0. Ten years ago my doctor said to me that with readings this low that I would never get Prostate Cancer. How wrong was he?? Then the readings started to increase 1.3, 3.5, 4.5, 5.7 and the last reading was 6.1 . For my young age of 72 the PSA reading has to be under 6.5 . The readings were going up quickly. My Doctor sent me to a Urologist. He ordered another blood test and in a two month period the reading had risen by 0.4 We had a talk about how to tackle this situation. His method was to have robotic surgery and remove the Prostate. The big issue with removal is incontinence. Also, that is the end of your sex life. A lot of wives might be happy with that. He made an appointment for me to go to Richmond and have a Prostate MRI in December. 45 minutes of lying dead still.

In January the MRI showed that I had two shadows on the front of the Prostate. The finger (digital) check showed that the Prostate was smooth and soft as it should have been. A biopsy was ordered and carried out. This was a bit of a messy op. The results showed that I had Grade 2 (Gleason Score 7) Cancer. What do I do now? I was sent to get a second opinion from a radiation guy. Initially I was dead set against radiation treatment. Eventually he changed my way of thinking. I sent out an email to the guys I joined the RAAF with in 1965 to get their opinions. A lot of guys I joined with had had the surgery to remove the prostate. Most had incontinence

issues and two years on they were still wearing pads. Some had no issues at all. With radiation there is a less than 1% chance of incontinence. I made an appointment with my doctor and he said to me if he was in my position, he would have the radiation treatment. I decided to go with the radiation treatment. A date of the 31 Mar 2020 was made to start the process. I had a minor operation to insert Gold Leaf around the Prostate and a Vaseline layer was positioned around the organs near the Prostate. This took around 1 hour. The Gold Leaf is implanted to direct the rays into the Prostate. Two weeks later I had to go back to Genesis in Footscray to get measured up. I went through a machine that measured where the gold was and three tattoo marks were put into my lower tummy area. My first tat !!!!

On the 15th Apr I had my first radiation treatment. It was a 35 minute walk in and walk out. So far no side affects. I am to do another 19 treatments 5 days a week over a four week period. The total cost of this treatment including transport (taxi) is fully covered by Vet Affairs, thanks to spending 25 ¼ years in the Air Force. Hopefully when the radiation is finished I will be cancer free. I have spoken to other guys who have done the identical treatment with 100% success rates. Genesis in Footscray are looking after me and I have been very impressed with their service and professionalism.



My advice to all TCCV guys is to make sure that you get the PSA blood readings yearly. Early detection can mean that you can still be driving your Triumphs well into the future. To all the wives make your husbands get checked. Hopefully my early detection will mean I should live a lot longer life. Remember only the good die young.

In November last year I visited an ex RAAF guy (same age as me) whom I had been friends with since we served at RAAF Butterworth in Malaysia 1972-74. He was stubborn and didn't stay on top of his readings. His final PSA reading was 93. I saw him over a three day period in the Warwick Hospital QLD. By now he had cancer in his liver, pancreas, urethra and bones. He died a very painful death two weeks after I visited him. Clive, rest in peace.

Feel free to call me if you have a query

Graeme Oxley 0413 135 779

TECH TIPS



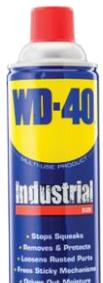
Silicone Brake Fluid

In our May edition of TRead I reproduced a technical article "Conventional vs Silicone Brake Fluid" written by Moss Technical Services. As Editor I had accepted this article on face value however I have received a cautionary note from a TSOA member who is a very experienced motor mechanic. Ed.

"Under conditions where systems are being repaired or rebuilt there is no problem, however if silicone is being used to replace standard fluid during a regular maintenance fluid flush without changing the seals across the complete hydraulic system, there is the possibility of a sudden and complete brake failure. I am not suggesting that this will happen every time, but I have seen this twice in my years in the trade where people have read about the benefits of silicone and flushed their systems at home as car buffs and then had a complete pedal to the floor failure. This may be caused by the age of the seals or the type of material they are made of.... Ken Peters"

SHHHH!

Ever tried selling a car and the engine at idle sounds like a tin can full of rocks rolling down a hill I refused to buy a car from one of those El Cheapo second hand car yards because of the noise the engine was making at idle .The sales said wait a minute it is just the fan belt . He came back with a tin of WD40 and after a few seconds of spraying on the fan belt the motor went almost silent. Keep your fingers away from the fan.... Keith Higgins



Technical articles in this magazine are intended as general (sometimes humorous) information only and cannot be specific to your car. TSOA recommend that readers always seek advice from a suitably qualified mechanic. Ed.

Club Regalia



TR6 Dash



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Club Details

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

*Note: The following positions are all honorary and are carried out by private individuals in their spare time. **Please contact them at sensible times only** and accept that they may prefer to call you back at a time more convenient to them. All phone numbers and email addresses listed are private addresses. Where no email address is listed feel free to use tsoansw@hotmail.com and your correspondence will be forwarded to the addressee by the secretary.*

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- 1. TSOA General Meetings are held at 7:30 pm on the 2nd Tuesday of the month at the Carlingford Bowling Club.**
- 2. Coffee 'n' Cake is held from 10:30am on the 4th Wednesday of each month at varying locations.**

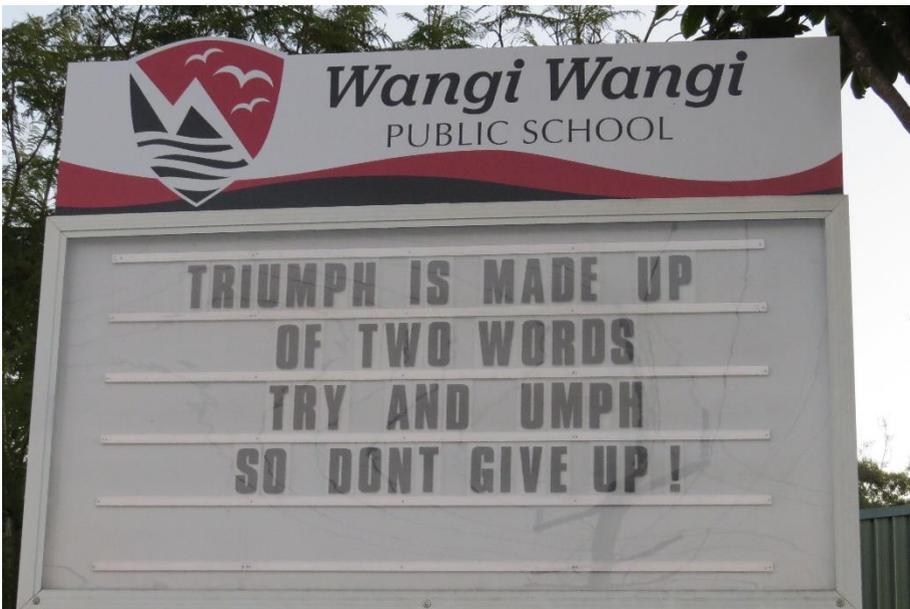


Photo by Stephen White

CLASSIFIEDS

Wanted:

- **Racing seat to fit Spitfire or GT6.** Needs to be in good condition. **Contact Allan Cameron 0412 288 870**

For Sale:

- **Available FREE or will be going to the tip**
 - * 1 set of Mk2 sedan doors and bonnet in dark green with red door cards
 - *3 x Mk2 sedan doors in white – shells with some trim
 - *A number of Mk2 sedan differentials in 3.42:1 ratio for 2500 engine.**Contact: Lindsay Day 0407 266 649**

- **Stag Repair Operations Manual (Leyland)**
Triumph Stag, Owners Workshop Manual (Haynes)
Triumph Stag Restorers Guide (Practical Classic Cars) **\$45 the lot**
Contact Bob Woods 02 9958 6017

- **2 x new aftermarket black seatbelts for STAG**
\$80.00 or an offer
Contact keith@aodaustralia.com

- **Triumph 2.5 saloon parts ... \$200 the lot**
Engine, auto transmission, front end subframe with steering and rear end. All complete. Stripped from the car and stored for 25 years. lot.
TR4A new parts ...
4 front brake caliper pistons (510792) ... **\$30**
Revington body to chassis fasteners (BMKB4A-6 kit) ... **\$40**
TR used parts, good condition
Gearbox mainshaft for A type overdrive for box CD20281>... **\$100**
Pick up from the Central Coast.
Contact: Jim Broughton .. 0419 621 744

- **TR7 Workshop Manual ... \$65**

Unused and still in protective plastic packaging, opened but not used

**Call Geoff Byrne
on 0418 409 170**



- **Dolomite Sprint Race Car ... \$6800**

Fresh engine rebuild & differential rebuild.

Car has endless race parts - Fuel injection, Full roll cage, High lift cam, Girdle plate, High compression. (Decked block etc), Electric water pump, Electronic ignition, Early Muted computer, Extractors, New button clutch, Fully adjustable gas shocks and spring platforms all round and lots more.

Ready to hill climbs, supersprints or full racing, has CAMs logbook

Ring me for details: ... Howard Glinn 0409 600 078



- **Triumph
injected) 1974 \$5000**

2500 PI (fuel

Car has no rust and is registered in NSW for 12

months. Mechanically in good condition with major work already done e.g. cylinder heads, gear box and fuel system all had major work. Interior in unrestored condition. Original body paint.

Call Lyle on 0403 858 036.



' Big Sky' Country
West of Broken Hill
Lindsay + Jill Day'

