

The TRIUMPH

March 2024

TRUMPET

The Triumph Car Club of Victoria Magazine



THE DOLOMITES
Part Two



WORLD'S BEST AUTO COOLING

Davies Craig is at the forefront of automotive cooling technology having been the industry leader for over 50 years.

- + Electric Water Pumps (EWP®)
- + Electric Booster Pumps (EBP)
- + Thematic® Electric Fans
- + Switches & Controllers
- + Transmission/Engine Oil Coolers

daviescraig.com.au



 **DAVIES,
CRAIG**

World's best auto cooling

Fairfield Motors

Triumph Spares

The latest technology and old fashioned service.

- Repairs and Servicing to all models.
- Auto electrical repairs
- Air conditioning and EFI servicing.
- A huge range of New and Used parts.
- New Old Stock available.



77-79 Station Street fairfield Victoria 3078

T 9486 3711 E fairfieldmotors@i.net.au

Present your TCCV membership card to receive a discount.



For the Preservation of the Triumph Marque

The Triumph Car Club of Victoria (TCCV) is a participating member of the Association of Motoring Clubs (AOMC).

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

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

Life Members

Alan Andrews
Syd Gallagher †
Roger McCowan
Graeme Oxley
Terry Roche
Fay and John Seeley
Peter Welten
Lionel Westley †

All correspondence to

secretary@tccv.net

or

Triumph Car Club of Victoria Inc.
1 Deck Terrace
Safety Beach VIC 3936

Contents - **CLICK on title**

The Cover Story	2
Editor's Note	3
What's Around the Corner?	4
President's Report	5
Cover Story continued	6
Drive your Triumph Day	16

Members' Information	19
Club Contacts	20

Advertisers

Auto Exhaust Supplies	17
Auto Surplus	IBC
Caulfield Jag Service	11
Davies, Craig	IFC
Fairfield Motors	IFC
Ringwood Speedometer Service	IBC
Shannons Insurance	BC



The Triumph *Trumpet* is the magazine of the Triumph Car Club of Victoria, Inc. (Reg. No. A00034275)

Past copies of the *Trumpet* are available in the Members' section of the TCCV website at www.tccv.net. The Webmaster can provide the necessary password to access this reserved area.

Design and production of the *Trumpet*:
Fran Madigan, editor@tccv.net

THE COVER STORY

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

In this issue of the *Trumpet* we feature the second part of the Dolomite story.

Triumph Dolomite

The Triumph Dolomite small saloon car was produced by the Triumph Motor Company division of the British Leyland Corporation in Canley, Coventry, between October 1972 and August 1980.



Background

The Dolomite was the final addition to Triumph's small-car range (codenamed "Project Ajax"), which had started in 1965 with the Triumph 1300. Designed to be a replacement for the rear-wheel drive Triumph Herald, the 1300 was originally fitted with a 1,296 cc (79 cu in) engine and front-wheel drive. The later model, introduced in September 1970 as the Triumph 1500, featured a remodelled front and rear, styled

by Michelotti, and a larger 1,493 cc (91 cu in) engine.

Triumph was, however, dissatisfied with the market performance of the 1300; although it had been moderately successful, the higher price and greater complexity meant sales never reached the levels of the simpler and cheaper Herald which preceded it. In an attempt to improve matters, the car was comprehensively reengineered. Launched in September 1970, the Triumph Toledo was a cheaper and more basic variant of the 1300, but with conventional rear-wheel drive. This new model was assembled alongside the now larger-engined front-wheel drive version (the Triumph 1500) which was launched at the same time as the Toledo.

Design and reception

The Triumph Dolomite was unveiled at the London Motor Show in October 1971 as the successor for the upmarket variants of front-wheel drive designs, and to replace the six-cylinder Triumph Vitesse, a sporting relative of the Herald. Due to a number of strikes and other industrial upsets, the car was not reported to be in full production until October 1972. The name "Dolomite" had been used by Triumph for a range of models prior to the Second World War and this was revived for the new car. The Dolomite used the longer bodysell of the front wheel drive Triumph 1500, but with the majority of the running gear carried over from the rear-wheel drive Triumph Toledo.

(Continued on page 6)

CLUB PERMIT
EDITOR
 VICTORIA

March is a busy month with quite a few events for TCCV members to get involved with – as well as a long weekend for Labour Day and an early Easter. So, plenty of opportunities for autumnal Triumph driving in what is apparently the summer weather we didn't have.

This month we continue the story of the Dolomite which began in the February issue with vehicles produced between 1934 and 1940. In this edition we look at the second incarnation coming some 40 years later in 1972. There are 15 Dolomites belonging to TCCV members – there's a photo opportunity for some time in the future!! We also found lots of print advertisements for the most recent releases, including one provided by David Ferguson (see opposite) featuring "luscious lovelies". Makes you wonder how anyone thought that was a good idea!

Thanks to Alan Andrews for his report on the Drive Your Triumph Day – which was a triumph! In addition to the fabulous drone photos included, there are lots of cars and members enjoying lunch uploaded on our Photobucket site, so make sure you check them out.

Welcome to our two new members – Lee Farrell and Nick Hadaway. We all look forward to meeting you and seeing you in your Stags (Lee has two!) and TR4.

Hope you all have a very happy Easter and enjoy your driving wherever you go.

With most car interiors, it's not surprising they sit on the bonnet.

These luscious lovelies you see sprawled all over the bonnets of cars at motor shows are there for a very good reason.

when you consider that you're actually going to spend most of your time inside the car. Not lying about on the body.

Which is why only a Triumph Dolomite, instead of getting attractive birds on the outside, we put attractive features on the inside.

Like thick fully reclining seats with standard head restraints. Seats, which not only go backwards and forward to suit your shape. But up and down to suit your height.

To attract your attention towards their sleek, conservative exteriors (the car's exterior, that is).

And in many cars, away from their rather less sleek, conservative interiors.

It's a bit worrying.

We put in a steering wheel which adjusts in an equally considerate manner to suit your arm. A unique cluster of all systems go instruments all set in a beautiful real walnut veneer fascia.

And we even install comprehensive sound proofing to make sure the time you spend in a Dolomite is as quiet as it is comfortable.

Not that you should feel too sorry for all those girls sprawled out over rear bonnets.

Maybe, they've found the most comfortable place to sit too.

The Dolomite range. Where craftsmanship is a thing of the present. **Triumph** Triumph Motor Cars Ltd. Birmingham

WARNING
The Dolomite Sprint.
 takes you from
0 to the magistrates court
 in **11.4 seconds.**

COPY DEADLINE
ANY TIME IS GOOD!
 Or, if it is for the next edition, please submit copy/photographs by the last Friday of the month.
 Please forward to editor@tccv.net or contact
 Fran Madigan on 0403 133 063



WHAT'S AROUND THE CORNER?



TCCV general meetings:

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

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

For More information, flyers and booking/registration details for these and later events [CLICK on event](#).

MAR. 17 / Brighton Classic Car Show

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

MAR. 20 / TCCV – General Meeting

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

Venue: High Country Motor Inn, Bright.

MAR. 30 / Rye 2024 Classic Show Cars and Bikes

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

APR. 14 / Coffee & Cars

APR. 17 / TCCV – General Meeting

APR. 24 / TCCV Midweek Meandering

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

APR. 26-28 / Florence Thomson Tour

APR. 28 / 2024 Show and Shine

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

MAY. 4-5 / MotorEx 22

At the Melbourne Showgrounds, Epsom Road, Ascot Vale.

MAY. 12 / Coffee & Cars

MAY. 15 / TCCV – General Meeting

JUN. 9 / Coffee & Cars

JUN. 19 / TCCV – General Meeting

JUL. 14 / Coffee & Cars

JUL. 17 / TCCV – General Meeting

AUG. 11 / Coffee & Cars

AUG. 21 / TCCV – General Meeting

AUG. 31 / TCCV : UK Tour 2024

Booking cut off date.

SEP. 8 / Coffee & Cars

SEP. 18 / TCCV – General Meeting

OCT. 13 / Coffee & Cars

OCT. 16 / TCCV – General Meeting

OCT. 17-21 / ACT, SOCSA, TCCV : Joint Event

Annual joint event. Destination Jindabyne. Details TBA.

NOV. 10 / Coffee & Cars

NOV. 20 / TCCV – General Meeting

DEC. 8 / TCCV – Christmas Party

Details TBA.

Events Coordinator: Peter Welten
m 0409 511 002 **email** events@tccv.net
or ann.welten@bigpond.com

For the most up-to-date and complete calendar for the year.
TCCV events are labelled with 'TCCV'.



TCCV Presidential Backfire

By Pete Byrnes, TCCV member #830



What a fantastic experience we had on the 2024 Variety Rally Around Victoria over the weekend 1–3 March. Twenty-one vehicles – some old, some new – took part in the Rally

and all of them made it back under their own steam. There were even some EVs there. The Stag performed impeccably, of course.

We had the privilege of meeting some remarkable children and making a real impact in their lives. Along the route, we presented grants to kids, dropped in for a school visit and were deeply moved by the stories of two young Variety Heart Scholars.

We provided a grant of \$6,100 for a very specialised stroller for a delightful four-year-old with mobility issues, who loves to play with her dolls and explore the world around her. Living with a rare genetic disorder, this new stroller will allow her to move in the community in a new lighter weight pusher.

Another grant recipient was to a nine-year-old budding author with ASD level 2 and ADHD. To support his confidence and emotional wellbeing, Variety granted him a \$4,500 Phonek Roger system to help him communicate and engage more fully with the world.

These heartwarming moments remind us of the focus of the Variety – the Children’s Charity mission: to ensure that every child, regardless of their circumstances, has the opportunity to thrive.

Through the amazing fundraising efforts

of the entrants, we raised over \$190,000 for Victorian kids in need! Thank you to everyone who joined us and supported this event. It takes a village and we’re grateful for you!

Want to join Variety Rally Around Victoria in 2025? Registrations are now open! Find out more here: www.rallyaroundvictoria.com.au

As mentioned previously, Members are strongly encouraged to submit articles for inclusion in the magazine. These can be your own stories of your travels, or those of others, restorations, car-related, technical articles, photos or articles you have found on other magazines, websites or old documents. This content is critical if we are to continue to publish a full magazine every month, and at the moment it all seems to come from only a few Members.

I look forward to seeing everyone at the next Club Meeting – you can participate by Zoom if you can’t get to it in person. Details of how to join in via Zoom are on the website – www.tccv.net in case you need the address.

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

Pete Byrnes



Image courtesy of Alan Andrews

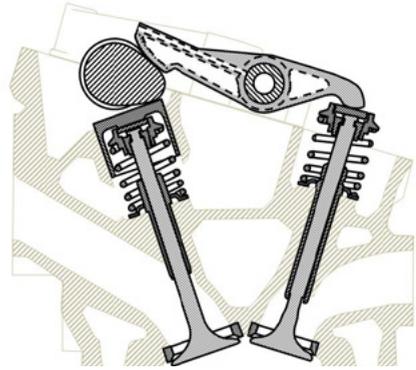


Initially, the only version available used the new slant-four 1,854 cc engine, which mated an alloy overhead cam (OHC) head to an iron block, providing 91 bhp (68 kW) which offered sprightly performance. This was a version of the engine that the company was already providing to Saab for use in their 99 model.

The car was aimed at the new compact performance-luxury sector, vying for sales against cars such as the BMW 2002 and Ford Cortina GXL, and was offered with a high level of standard equipment, including twin headlamps, a clock, full instrumentation, luxury seats and carpets, a heated rear window, and a cigar lighter. Styling was similar to the Triumph 1500, with some updates such as a black painted rear panel, vinyl D-posts, and new wheel trims. The car was capable of 100 mph (160 km/h), with 60 mph (97 km/h) coming up in just over 11 seconds. An overdrive gearbox was soon made available as an option and there was also an optional automatic transmission.

Dolomite Sprint

Although the Dolomite proved to be refined and rapid, competitors such as the BMW 2002 had a performance



advantage which was costing Triumph

Section of a Triumph Dolomite Sprint cylinder head, highlighting the single cam operating both inlet (directly) and exhaust (through a rocker arm) valves.

both sales and prestige. To remedy this, Triumph unveiled the Dolomite Sprint in June 1973, although the launch had been delayed by a year; it had been due to go on sale in 1972.

“A higher-powered development of the slant-four would provide the perfect engine to compete more effectively in motor sport. In response to this brief, Spen King’s team devised a plan to extract more power. With co-operation from Harry Mundy and the Engineers at Coventry Climax, a 16-valve cylinder head was designed”, with all of the valves being actuated using a single camshaft rather than the more conventional DOHC arrangement. The capacity was also increased to 1,998 cc (122 cu in), and combined with bigger carburettors the output was upped to 122 lbf (165 Nm) at 4,500 rpm and 127 bhp (95 kW) at 5,700 rpm. This represented a significant power increase over the smaller 1850 cc variant.

The engine was expected to make 135bhp, and factory test engines were producing 150bhp. Hence, it was initially intended to be named the 'Dolomite 135'. This was changed to 'Dolomite Sprint' and published reasons vary. One oft-repeated rumour is that production lines could not guarantee 135bhp. However according to Matthew Vale, it was during development that Triumph switched to measuring power from imperial(SAE) to metric(DIN), which calculated outputs approximately 5 per cent lower. In this case 135bhp SAE is 127bhp DIN.

As a result of the use of this engine, the Dolomite Sprint has been claimed to be "the world's first mass-produced multi-valve car". While other multi-valve engines (notably the Lotus 907) were produced in volume, they were not used in mass production vehicles until after the introduction of the Dolomite Sprint. The design of the cylinder head won a British Design Council award in 1974. 0–60 mph acceleration took around 8.4 seconds, with a maximum speed of 119 mph (192 km/h). Trim was similar to the 1850, with the addition of standard alloy wheels (another first for a British production car), a vinyl roof, front spoiler, twin exhausts and lowered suspension. The seats were now cloth on the 1850, and these were also fitted to the Sprint.

Due to the increase in power brought by the new engine, the rest of the driveline was upgraded to be able to withstand the extra torque. The gearbox and differential were replaced by a version of those fitted to the TR and 2000 series cars, albeit with a close

ratio gearset in the gearbox. The brakes were upgraded with new pad materials at the front, and the fitment of larger drums and a load-sensing valve at the rear. Other changes over the standard Dolomite included the option of a limited slip differential. The optional overdrive and automatic transmissions from the 1850 model were also offered as options on the Sprint. Initial models were only offered in "mimosa yellow", although further colours were available from 1974 on.

At its launch, the Sprint was priced at £1,740, which compared extremely well to similar cars from other manufacturers. The press gave the Dolomite Sprint an enthusiastic reception. Motor summarised its road test (subtitled "Britain leads the way") with glowing praise:

... the Sprint must be the answer to many people's prayer. It is well appointed, compact, yet deceptively roomy. Performance is there in plenty, yet economy is good and the model's manners quite impeccable ... Most important of all, it is a tremendously satisfying car to drive.

A press release dated May 1973, from BL's public relations department, states "To acknowledge the Dolomite Sprint's performance the Triumph sports car colour range will be used, with the first 2,000 cars finished in Mimosa with black trim. Other distinguishing features are a black simulated leather roof covering, contrasting coachlines along the body and new badges."

From May 1975 on, overdrive and tinted glass were standard. In addition, all

Sprints were fitted with body side trims, a plastic surround for the gearlever, and a driver's door mirror. Headrests were now available as an optional extra. From March 1976 headrests, a radio, and laminated windscreen were standard. In 1979, to comply with upcoming UK legislation, twin rear fog lamps were also standard.

As with many other British Leyland cars of the period, a number of "special tuning" options were available for the Dolomite Sprint, offering dealer fitted upgrades to the car that included larger carburettors, freer flowing exhaust systems, and competition camshafts. These upgrades were designed by the factory race team and offered in order to homologate the tuning parts for competition purposes.

In 1977, a number (probably 62) of Triumph TR7s with the same Sprint engine were manufactured as pre-production cars at Speke, Liverpool. However, this Triumph TR7 Sprint variant was cancelled with the closure of the Speke assembly plant in 1978.

Australian Sprints

From August 1975 to June 1978, 620 Sprints were exported to Australia, all in Mimosa Yellow. The Triumph TR6 and Stag could be specified in Mimosa but not other Dolomites. The 16v Sprint generated a profile far higher than outright sales would suggest. In addition to stunning performance, the \$7700 road going Sprints were praised for full instrumentation, a walnut interior, clock, and corded bri-nylon upholstery as seen on the Porsche 911.

Like the UK, the aforementioned 'special tuning' options were also available as dealer fitted options. Australian market Sprints cost more new than the high performance Ford XB Falcon GT 351 which had an asking price of \$7100. Other rivals included the Lancia Beta (\$8233) and BMW 2002 (\$8419). Influential Australian journalist Harold Dvoretzky (who in Europe, drove 1260 km in a Sprint) hailed the Sprint as British Leyland's best and most advanced model since the Jaguar XJ12.

Sprints were raced throughout Australia including by dealers such as Ron Hodgson. As described by Mark Oastler, Hodgson invested six figure amounts developing the Sprint into a unique competition car which was to be amongst the fastest of its type anywhere in the world. Inspired by L34 Torana program and dubbed 'Super Sprint' this was ultimately rejected by the Confederation of Australian Motorsport (CAMS). CAMS also insisted on 500 cars for homologation requirements while Leyland were willing to build only 300 (from the 600 already present in Australia).

At the 1976 Bathurst 1000, Jack Brabham's Torana was famously rammed and heavily damaged by a Dolomite Sprint driven by John Dellaca and Kerry Wade. In the following year, CAMS controversially refused to approve the Sprint's pistons, thereby denying the Sprint compliance to race in the 1977 Hardie-Ferodo Bathurst 1000.

By July 1976 the strict Australian Design Rule ADR27A came into effect.

With emission requirements unique to Australia it was not feasible for British Leyland to re-engineer the car for a small niche market. Of the 620 Dolomite Sprints imported into Australia, it is believed less than 80 examples (in varying condition) have survived. They are considered collectible today.

Rationalisation

By the mid-1970s, the range had become complex, with a large number of models and specifications. The Dolomite bodyshell was still being made as the basic Toledo (short boot bodyshell, 1,296 cc (79 cu in) OHV, rear-wheel drive), the 1500 TC (standard bodyshell, 1,493 cc (91 cu in) OHV, rear-wheel drive) and the Dolomite/Dolomite Sprint (Standard bodyshell, 1,854 cc (113 cu in) /1,998 cc (122 cu in), OHC, rear-wheel drive).

In 1976, with the manufacturer effectively nationalised and following recommendations in the government commissioned Ryder Report, the Dolomite and other similarly bodied ranges were rationalised as follows:

- **Dolomite 1300:** Base model, basic trim, single headlamps, 1,296 cc engine
- **Dolomite 1500:** Same as the 1300, with 1,493 cc (91 cu in) engine
- **Dolomite 1500HL:** Luxury specification as per the 1850, with 1,493 cc engine
- **Dolomite 1850HL:** Luxury specification, 1,850 cc (113 cu in) OHC engine (front spoiler fitted from 1975)
- **Dolomite Sprint:** The performance version: luxury trim, 16-valve 1,998 cc

(122 cu in) engine.

The Dolomite 1300 used the 1,296 cc (79 cu in) Standard SC engine from the Herald and Spitfire, and replaced the Toledo as the basic model in the range. The body was identical except for the lengthened body which gave the larger boot of the original Dolomites. The 1300 retained simplified fittings, including single, square, headlamps, basic instrumentation and seats, with the wooden dashboard and carpeting of the Toledo. There was no two-door option as there had been for the Toledo, and the shorter-boot bodyshell of the Toledo ceased production. Standard equipment included reclining front seats, cigar lighter, "fasten seat belt" warning light, driver's door mirror, twin reversing lights and a dipping rear-view mirror. The dashboard design was the same as that fitted to the facelifted Toledo of 1975. There was no overdrive or automatic transmission option with the 1300.

The next model up, replacing the Triumph 1500 TC, was the Dolomite 1500. The Dolomite 1500 offered identical specifications to the Dolomite 1300, apart from the seats, but with a 1,493 cc (91 cu in) engine and twin carburettors. Overdrive and automatic transmissions were offered as optional extras.

The 1500HL had essentially identical specification to the luxury 1850 (now designated 1850HL), but again featured the 1,493 cc engine. Performance was good, and once again overdrive and automatic transmissions were optional. The HL model had an

improved specification level over the standard Dolomite 1500 including a rev counter, volt meter, separate fuel and temperature dials, clock, adjustable steering column and driver's-seat height adjust, head rests, front seat rear



pockets, rear centre arm rest and walnut door cappings on all four doors.

The new 1500 models replaced the previous front-wheel drive layout with rear-wheel drive, with few external differences apparent in the bodywork. At a time when most manufacturers of smaller cars were concentrating on front-wheel drive cars, this change was widely considered somewhat backward thinking. However, the otherwise completely rear-wheel drive model lineup at Triumph meant that switching to rear-wheel drive would afford significant cost savings. History repeated itself almost 30 years later when MG Rover, a descendant of the British Leyland company that owned Triumph, converted the Rover 75/MG ZT model to rear-wheel drive.

Late 1970s

The Dolomite changed very little (in all its variants) from the beginning to the very end, only minor trim

differences and additional standard equipment being the main changes. 1979 saw the introduction of the Dolomite SE, of which 2,163 were built. The bodyshell was of the basic 1500 (single headlamps) but the interior was fitted with luxury trim including burr walnut dashboard and door cappings (the dashboard was the same style as fitted to that of the Dolomite 1300), grey velour seats and matching carpet. All the cars were painted black with wide silver stripes running full length, with the letters "SE" at the end of the rear wing. The SE also sported a front spoiler and Spitfire style road wheels. By the late 1970s the Dolomite was looking increasingly old fashioned against newer competition, though still popular. Designer Giovanni Michelotti delivered a promising new design (Sprint based) resembling a Fiat 132, with a squared front and BMW style 'kink'. At least one full-size example was built. With severe problems at BLMC, management refused, there was simply not enough money. Production continued until August 1980 when BL closed the Canley Factory as part of a restructuring process which also resulted in the closure of the MG factory at Abingdon two months later.

The Dolomite was replaced a year later by the Triumph Acclaim, a four-door front-wheel drive family saloon produced in a joint venture with Honda. However, the Acclaim was not a sporty model, designed instead to compete with traditional family saloons, although it did manage strong sales on British market.

This kept the marque alive until 1984

when the Acclaim was replaced with the Rover 200 and the Triumph Motor Company passed into history.

Reputation and popularity today

The Dolomite gained a reputation for fragility. The introduction of the Dolomite came at a turbulent time for BL and Triumph in particular with many new model introductions, completely new architecture and alloy head/iron block construction of the OHC slant-four, meant that dealership mechanics were not fully aware of the servicing requirements of the engine. In particular, it required the cooling system to be kept in good condition, and partially filled with a rust inhibitor, otherwise corrosion leading to radiator blockages and overheating could occur. With a well-maintained example,

NOTE



Current Advertising Rates

11 issues published annually

\$500 full page, \$250 half page
Advertisers to supply artwork

(specifications can be supplied).

Disclaimer

The contents of The Triumph *Trumpet* do not necessarily represent the views of any Member, the Editor, or the Committee of the Triumph Car Club of Victoria, Incorporated (TCCV). While the TCCV appreciates the support of advertisers in this magazine, acceptance of an advertisement does not imply endorsement by the TCCV of the advertised product or service. Furthermore, the TCCV or any of its members cannot be held responsible in any way for the quality or correctness of any items or text included in the advertisements contained herein. The information in this publication is of a general nature as a service to TCCV members and other interested parties. The articles included herein are not intended to provide complete discussion of each subject. While the information is believed to be correct, no responsibility is accepted for any statements of opinion or error or omission.

CAULFIELD JAG

•S•E•R•V•I•C•E•

For All Triumph Service, Repairs, Restoration And Parts

- Specialist Triumph repair and rebuilds to engine, gearbox/overdrive and suspension
- Performance modifications and dyno tuning
- Personal, friendly service and realistic prices from owners with years of Triumph ownership and experience

Proudly Independent

www.caulfieldjag.com.au
46 Alex Avenue, Moorabbin. 3189

9555 8898

ownership need not be an issue today. Amongst enthusiasts, the Dolomite and especially Sprint are still popular, with many parts still available and excellent club support.

The Dolomite became a fairly rare sight on British roads with only about 1300 roadworthy examples registered in the UK with 300-400 16 valve Sprints in 2009. This is favourable when compared to other contemporaries such as the Morris Marina, of which fewer than 800 examples out of 953,576 produced were still roadworthy, despite the Marina being a stronger seller than the Dolomite. They have a popular following throughout Europe and Australia, where Sprints were imported between 1975 and 1978, and raced at Amaroo Park and at the famous Bathurst 1000. A small number of Dolomites including the Sprint variation were also imported into New Zealand during the original production run.

Motorsport

Touring cars

The Dolomite Sprint was campaigned in the British Saloon Car Championship from 1974 to 1978.

The BSCC changed to an FIA Group-1 (series-production touring cars) competition from 1974 and the Dolomite Sprint was homologated into Group-1 on 2 Jan 1974. This required initial production of 5,000 cars in 12 months, which was exceeded, just, in 1973. Continued production was then needed to maintain Group-1 eligibility. For 1974, "The series production is

regarded as completely stopped if the monthly rate has decreased for more than four consecutive months to below 1/12th of the minimum figure required", i.e., it required more than 417 per month for 3 evenly spaced months in 12. But from 1975 (following FIA rule changes), it only required 500 a year. Nonetheless, it may be assumed that production capacity was determined on the initial requirement for 5000 in the first 12 months and at least 1250 a year (417 a month at 4 month intervals) thereafter.

It met with some success, with Andy Rouse winning the Drivers' Championship in 1975, and also lifting the manufacturer's title in 1974 with teammate Tony Dron.

The Sprint driven by Andy Rouse and Tony Dron placed fifth overall in the Spa 24 hours race in July 1974. In September Dron placed 3rd place overall in a Sprint competing in the RAC Tourist Trophy race of that year. In 1975 Andy Rouse won the British Saloon Car Championship outright by taking the driver's title in a Sprint. In 1976 Broadspeed only ran one Dolomite Sprint in British Saloon Car Championship, with Rouse finishing second in the two-litre class. 1977 saw the departure of Rouse and the return of Tony Dron as driver of the Broadspeed prepared Dolomite Sprint. Dron won no less than seven of the twelve races outright against some stiff competition, and narrowly missed out on winning the championship outright because of tyre failure on the final race when leading his class by over a minute. In 1978 Broadspeed entered a sole

Dolomite Sprint (driven by Tony Dron) where it won only one race outright, although the Sprint still won class B in the last year a factory entered Sprint would compete in the British Saloon Car Championship.

It appears that, at least from some point, the racing Dolomites Sprints used in the BSCC series were fitted with larger 2" SU HS8 carburettors, instead of the 1.75" HS6 carbs of the production cars. These are referred to as the "group one and a half cars".

The larger HS8s were also approved for FIA Group 1 from 1 Feb 1975. However, it is not clear how this approval could have been granted, given that FIA/CSI rules (Appendix J, 1975) for Group 1 denied any such modification to the carburation and thus required an additional 5000 cars to be produced in 12 months and fitted with any such modification affecting performance. Yet there is no evidence of any production of Dolomite Sprints fitted with HS8s. Neither is there any evidence of BL documentation supposed to mislead the FIA that 5000 cars fitted with HS8s and a higher lift cam, as an 'emissions kit', were exported to California. Also, this approval was removed from a later version of the FIA form of recognition for the Dolomite Sprint and was not transferred to FISA Group A approvals. There does not appear to be any current evidence of the use of HS8s on Group 1 or the "group one and a half" Dolomite Sprints outside the BSCC series. A similarly anomalous FIA approval for the Group 1 use of Weber 48DCOE carbs and suitable inlet manifold, dated 1 January 1977, was also removed later

and not transferred to FISA Group A. The use of Weber equipped Dolomite Sprints in FIA Group 2 competitions (where choice of carburation was free) seems clear, but their use in Group 1 or "group one and a half" is not.

Rallying

Due to the heavier bodyshell and somewhat fragile Group-2 tuned engine, "rated at 225 bhp at 8000 rpm" by 1977, the Dolomite Sprint was less successful in rallying. Retirements were rather frequent resulting in failure to complete any rallies during 1974.

Things improved slightly in 1975 when a Sprint crewed by Brian Culcheth and Johnstone Syer finished 11th overall in the Welsh Rally in May 1975 (FRW 812L). This was quickly followed up with an impressive second place overall in the Tour of Britain in August 1975, and in



the 1975 Lombard RAC Rally Culcheth and Syer won Group 1 and were first in class.

Rétromobile 2011 – Triumph Dolomite Sprint, Paris

In January 1976 Tony Pond and D. Richards won Group 1 in the Tour of Dean Rally. In the same month, Culcheth and Syer finished fifth overall in the Snowman Rally, and seventh

overall in the Mintex Rally a month later, with Tony Pond and D. Richards coming first in Group 1. Culcheth and Syer had to retire in the Granite City Rally held in March, while Pond and Richards came home fourth overall and finished first in Group 1. Culcheth and Syer finished second overall in the Tour of Britain and in the Manx Trophy Rally held in August, while P. Ryan and F. Gallagher came in ninth overall. P. Ryan and M. Nicholson also came first in Group N in the Lindisfarne Rally held in October, and they also came second in Group 1 in the Castrol '76.

From May 1976 onwards, the Dolomite Sprint would run alongside the TR7 before being eventually withdrawn from rallying, the TR7 V8 taking over the mantle. In the Lombard RAC Rally of 1976, the Sprint was forced to retire with engine problems. 1977 would be the last season where factory entered Sprints would compete in any

form of rallying. Ryan and Nicholson managed to win Group 1 while coming eighth overall in the Granite City Rally, and this was followed by ninth overall in the Welsh Rally and finishing second in Group 1.

The Scottish Rally saw Ryan and Nicholson come 12th overall and helped win the team prize with two other TR7s. The Manx Rally held in September 1977 was the very last rally where a works-entered Sprint was entered, but it ended its rallying career on a high, managing seventh overall and first in Group 1 (both "Class 1" and "Production" classes) driven by Ryan and Nicholson.

Triumph Dolomites continue to be used in many forms of classic motorsport today, with cars being campaigned on track, hillclimbs, rally stages and autocrosses in the UK, mainland Europe, and Australia, as well as the USA.

From Wikipedia, the free encyclopedia



What was a nice quiet, utterly civilised car like the Dolomite Sprint doing in 1974?



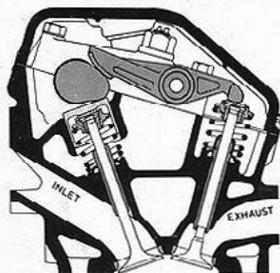
Spa 24 hours

Averaged over 100 mph for 24 hours in the Spa 24 hour endurance race in Belgium.



Avon Motor Tour

Finished 1st and 2nd in class, 4th and 5th overall in the Avon Motor Tour of Great Britain.



Design Council Award

Won the Design Council Award for its very special cylinder head design.



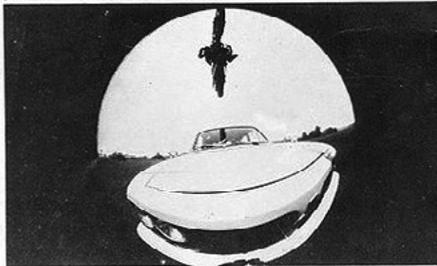
Tourist Trophy Race

1st in class, 3rd overall. Averaged 94.04 mph for 3 hrs. 16 mins. in Tourist Trophy Race at Silverstone.



MPG!

"Overall fuel economy figure of 27.1 mpg is little short of miraculous". Autocar Long Term Report.



Lift off!

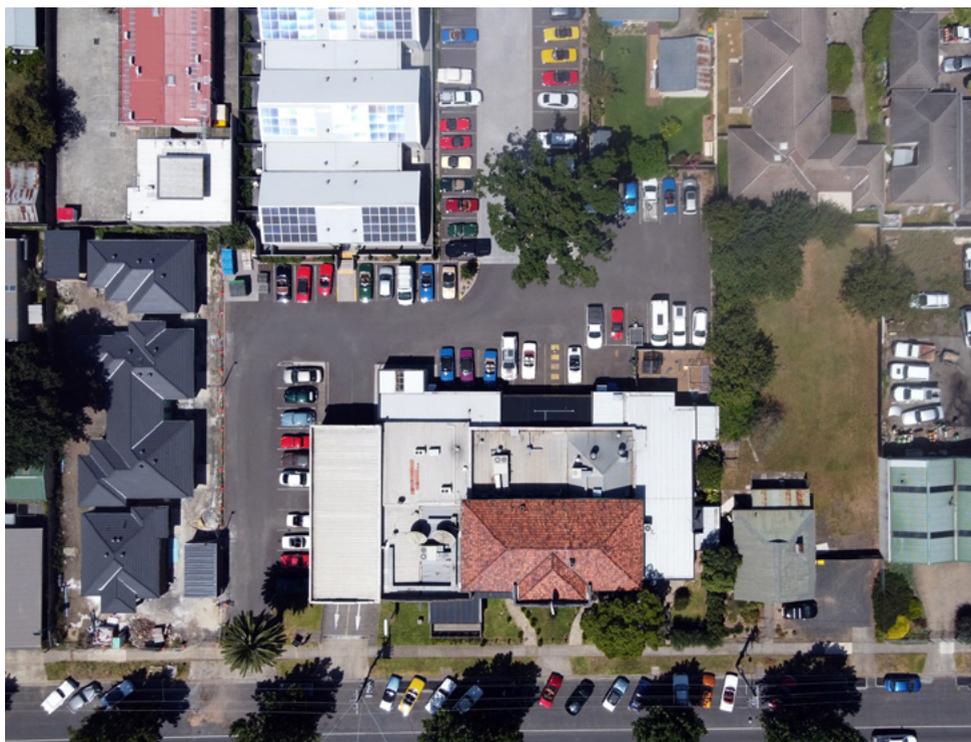
All in all it's quite a performer. Ask the White Helmets.



Triumph

Cars that live up to their name

Former Triumph, British Leyland, U.K. Limited, Coventry, Tel. 0203-751111.



Drive Your Triumph Day: Saturday 10 February 2024

By Alan Andrews, TCCV member # 572

The morning weather promised a most pleasant day driving with the softop carefully stowed away under the drop-down cover. Going from home to Eltham and back past home seemed silly for Joan and me. As it did for fellow Yarra Glen resident Dave & Jill Harden. Theodore & Kay Rau and Peter & Ann Welten, living south of YG came to my place too. We all left for Bell Street at 10.30am and then off to Whittlesea shortly afterwards. While waiting, John Smith and son David parked with us to take photos as the main convoy came by. Driving through Kinglake, we were joined by Eddie & June Madden and

Jenny Costalunga, so a convoy of five Stags and Dave's TR4 arrived at the hotel in good time.

It was such a pleasant drive through the vineyards of the Yarra Valley, up Mount Slide, through picturesque Kinglake and down the other side to the lunchtime venue, the Royal Mail Hotel, at Whittlesea.

It wasn't long before an advance guard arrived, followed by a most amazing convoy of brilliant classic Triumphs from TR Register, TSOA and TCCV. Interestingly, a good number of Standards and Standard Vanguards from "Club Standard & Triumph of Victoria Inc." came too.

Classics filled the rear carpark and every available spot on both sides

of the street for some distance. (See photographs of the cars and people on the TCCV Photobucket site.) As for the diners, we filled the primary room and spilled over into the next and even outside on the verandah.

Our previous world record attendance was 106. How did we go this year?

Total numbers from all four clubs:

Club	Cars	Members
TR Register	2	3
TSOA	11	20
TCCV	41	70
CS&T	10	15
Totals	64	108

**A NEW record for US.
But is it a new world record ?**

Not all went well for a certain TCCV member as something broke on his Dolomite: RACV Total Care to the rescue. Others found unexpected visits to hospital to see family members and visits to airports, even secret birthday parties kept them from attending.

We all selected our main courses before the event. On arrival we paid at the counter, chose a dessert, ordered drinks and set about enjoying the company. Names and table numbers were taken during the ordering process but seemed to be discarded by the staff: meals being distributed to whoever had ordered that option and raised their hand first. The saying, "He who shall be first shall be last" comes to mind. In the end, all were fed. The meals were very good and even though they were "seniors" they were plenty big enough.



AUTO EXHAUST SUPPLIES

Owner : **Jonathan Ignatidis**

INCORPORATING

(03) 9499 6475



(03) 9499 6475

736 Heidelberg Road, Alphington, VIC 3078

info@automotiveservicecentre.com.au

Regalia Officer Joe brought a variety of small items: hats, badges and the like. All remaining log-book wallets were sold. Also, several 100/40 badges and hats, and a pre-ordered jacket too. Well done Joe.

The chat continued well into the afternoon but eventually people returned to their cars and wended their way home. Another brilliant day commemorating Sir John Black's birthday.

Thanks to Keith Atherton and his TSOA team for organising this year's event. The sheet detailing a summary of Sir John Black's rescue of the brand "Triumph", distributed by Keith, was a fine touch. Congratulations gentlemen.

It'll be on again next year. Reserve the date now and send any suggestions of where to go to Peter Welten or Graeme Oxley: events@tccv.net





CLUB **Triumph** CONTACTS

COMMITTEE

President	Roger Makin	president@tccv.net	0447 762 546
Vice President	Peter Welten	vicepresident@tccv.net	0409 511 002
Secretary	David Ferguson	secretary@tccv.net	0417 463 110
Treasurer	Denise McGuire	treasurer@tccv.net	0438 231 207
Committee Member	Brian Churchill	committee1@tccv.net	0488 168 246
Committee Member	Pam Baker	committee2@tccv.net	0488 909 052
Committee Member	Paul Newell	committee3@tccv.net	0404 052 364
Email all Committee members		committee@tccv.net	

VOLUNTEER POSITIONS

Advertising Officer	-	-	-
AOMC Delegates	Colin Jenkins	aomcdelegates@tccv.net	0412 484 995
	Terry Roche		0404 391 511
	Peter Welten		0409 511 002
Book Librarian	David McLean	booklibrarian@tccv.net	0425 465 336
Club Permit Secretary	Tony Cappadona	clubpermitsecretary@tccv.net	0419 113 517
Club Permit Officers	Noel Warden		0448 081 947
	Peter Mayer		0412 124 524
	Denise McGuire		0438 231 207
	Terry Roche		0404 391 511
Clubmanship Points Collator	-	-	-
Collation Coordinator	Brian Churchill	collation@tccv.net	0488 168 246
Editor & Design Coordinator	Fran Madigan	editor@tccv.net	0403 133 063
Event Coordinators	Peter Welten	events@tccv.net	0409 511 002
	Graeme Oxley		0413 135 779
Media Liaison Officer	-	-	-
Membership Secretary	Roger McCowan	membership@tccv.net	0439 711 381
Photo Master	Nick Rix	photos@tccv.net	0412 479 903
Regalia Officer	-	-	-
Scrutineers	David Ferguson		0417 463 110
	Peter Welten		0409 511 002
Tool Librarian	Lindsay Gibson	toollibrarian@tccv.net	0407 375 753
Triumph Trading	Fay & John Seeley	trading@tccv.net	0491 107 869
Webmaster	Alan Andrews	webmaster@tccv.net	0418 947 673

CAR ADVISORS

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



AUTO SURPLUS

VETERAN | VINTAGE | CLASSIC

ALL THE PARTS YOU NEED FOR YOUR TRIUMPH

ENGINE & DRIVELINE | BRAKE & CLUTCH
STEERING & SUSPENSION | ELECTRICAL & IGNITION



www.autosurplus.com.au

Unit 18, 114 Merrindale Drive, Croydon South VIC 3136
03 9873 3566 | sales@autosurplus.com.au

Ringwood Speedometer Service

Under New Management

Gary King

Automotive Instrument Technician

40 years experience, with personal, friendly service

Local and interstate service for sales and repairs for most makes and models including:

- Speedos and Tachos
- Gauges and Tank Units
- In-shop Instrument diagnosis
- Cables made to sample



Tel: 03 9874-2260, Mob: 0422 122 124

E-mail: ringspeed693@gmail.com 693 Whitehorse Road, Mitcham, 3132, Victoria



TRUST YOUR MOST PRIZED POSSESSIONS WITH SHANNONS

For almost 30 years Shannons have been committed to providing tailored insurance products for the motoring enthusiast. We understand what motoring enthusiasts want from their insurance, especially when it comes to Home & Contents insurance.

Shannons have designed Home & Contents insurance specifically for motoring enthusiasts, including **\$10,000 worth of enthusiast cover**. Plus extra features like a **10% Multi policy discount** when you add a home and/or contents policy to your existing Shannons car or bike policy. You can even pay your premium monthly at no additional cost.

So call Shannons for a    quote on **13 46 46**.



SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.