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the Thoroughbred Sports
Car Club

Spring 2020



Adrian and Casey

Contents

Regulars

About Our Club p3

Coming Events – see the website

Presidents Report – p4

Cul de Sac – p6

The Car's the Star – p26

The End – p27

Events and Articles

Vale – Adrian Walker p7

Pheasant Wood Super Sprint – p9

Unusual Deflation Repair – p10

Stagering Across Australia – p13

Giorgetto Guigiaro, Designer of Cars, Watches and Cameras – p17

Wakefield Park Supersprint – p18

50 Years of the Triumph Stag – p20

Run to the O'Connell Hotel – p24

Closing Date for the Summer 2020 magazine 31 December 2020

About Our Club

Calendar

The [Official Calendar](#) is published on our web site. Print a copy to keep in your historic log booked vehicle.

Club Meetings

[Club meetings](#) are held on the 2nd Wednesday of every month except December and January at Carlingford Bowling Club.

Club Objectives

- To foster a better acquaintance and social spirit between the various owners of Thoroughbred Sports Cars in Australia
- To help and advance Thoroughbred Sports Cars in Australia
- To establish and maintain, by example, a high Standard of Conduct and a Respect of the Laws of the Road

Club Shoppe

Visit the [Club Shoppe](#) and make sure you are dressed appropriately for the next event.

Correspondence

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Incorporation

TSCC is incorporated as an association;
Registered No. Y15083-35

Affiliation

TSCC is affiliated with CAMS Limited

The contact details of the [Committee](#) are published on the Website.

Other Information:

[Administration](#)
[Annual Awards](#)
[CAMS](#)
[Club History](#)
[Club Plates](#)
[Membership Forms](#)
[Pointscore](#)
[Sporting](#)

Disclaimer:

Any opinions published in the Newsletter should not be regarded as being the opinion of the Club, of the Committee, or of the Editor. No responsibility is accepted for the accuracy of any information in the Newsletter, which has been published in good faith as supplied to the Editor.

Articles are invited and should be mailed to the Editor for publication showing the name and address of the author

Website

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Contributions to the Webmaster:
webmaster@thoroughbredssportscarclub.asn.au

Top Gear

Top Gear Magazine was [first published](#) on 1st September 1981 by the Club. There is no connection or affiliation with the British based Top Gear magazine first published by Immediate Media Company on or around October 1993.

Current and previous editions may be downloaded [here](#).

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[Administration](#)
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Top Gear has been continuously published since September 1981.

I was drawn to a letter published in the May 2020 issue of the UK magazine, Octane. I've reproduced it in its entirety here. It was titled 'Damned with faint praise'.

News that the world's oldest design museum was planning an exhibition about cars heralded a treat in store. Since 1857 the Victoria and Albert Museum has been celebrating the inherent value of good design. It houses a permanent collection of over 2.3 million objects that span 5000 years of human creativity. And now they were going to turn over part of this palace of style to the motor car. My passion.

So with ticket bought well in advance and with great excitement, I set off to South Kensington. And, it has to be said, the first 20 minutes or so of 'Cars: Accelerating the Modern World' is indeed a spectacle, thanks to the quality of the objects and ephemera, all imaginatively displayed.

But - and it's a big but - progressing through the years, you soon feel yourself being drawn into a conspiracy. Features of brave endeavours and pioneering spirit turn into sneers at the male dominance of the car, the exploitation of car workers and the dangers of speed. The second half of the exhibition seems determined to give you an unnecessarily patronising lesson and leave one in no doubt that the car is a pariah.

For example, the display board for the Mullin Collection's gorgeous 1932 Hispano-Suiza Type HB6 Tulip Wood Skiff Torpedo has the headline 'A car customised for the 1%'. True, but a snide observation.

Museum director Tristram Hunt states in the catalogue, 'We are not only celebrating the ingenuity of the car and its fascinating impact on the world, but also confronting some of the more undesirable outcomes brought about by the invention of the automobile.'

I doubt very much that a recent fashion god's exhibition at the V&A ticket holders were cautioned with images of child labour and the clothing sweatshops of South-East Asia.

Love it or hate it, the history of the motor car is end-to-end innovation, style and creativity. I just wish the powers that be had resisted the urge to make political points and had focused on the design qualities of what is surely a wonder of the 20th Century.

Jeremy Jackson-Stynes, London SW11

Well said, Jeremy.

I had a parallel experience when I entered a writing competition. I enjoy the creativity of writing and regularly enter contests, particularly those run by a centre based in the ACT. They offer small cash prizes, which I am yet to carry off and publish first, second and third places and another 25 or so which they classify as 'highly commended' in a eBook and a paperback. Some of my stories have been published in this way.

A few months ago they ran a competition called Times Past in which entrants were to submit a story based on an event in Australian history - fiction but based on fact.

I chose to write about the first Australian Grand Prix which was held in Phillip Island in 1928. I called it 'Boy Racer' and it was reproduced in the May-June 2019 issue of Top Gear., It did not make it to the Publisher's eBook/paperback. That's fine. Like many writers I've had many more misses than hits. But it was the reason that riled me.

One of the attractions of this site is that feedback is available, and this is a great tool for learning. The feedback on 'Boy Racer' stated, amongst other things, that two of the four judges felt that 'they disliked the subject matter finding car racing tedious, environmentally damaging and of no interest to them.' (I should add that two judges liked it, the scores for Interest were 2, 4, 7 and 8 out of 10). The thing is, I like motor racing and so do millions of people around the world. As a former owner of an automotive book shop, I can declare that motoring, especially the sport aspect of it, is one of the biggest genres in the world of publishing.

Racing is the extreme aspect of motoring and like all ultimate versions of an endeavour, that's where cutting edge developments are made. It's quite likely that the lives of some of these critics have been saved by efficient disc brakes or strong passenger cells and their money saved by more fuel-efficient cars, thanks to the technology behind motor sport. Where does this attitude stop? Wars are environmentally destructive; does that mean no more war stories? What about Captain Cook, the man historians call the greatest explorer/navigator of all time? With the trend towards cancelling history that doesn't suit the current feelings of some people, should I not submit a story about this great man?

It's not just judges of writing competitions that are enforcing their opinions on us. What about other disciples of the 'new world'? Take some owners of electric or hybrid cars like the Toyota Prius, or as Jeremy Clarkson calls it, Toyota Pious to reflect the attitude of their owners. Apparently the 'Pious' is de rigueur in Hollywood where the bold and the beautiful shun look-at-me models from Aston Martin, Ferrari, McLaren etc, at least when the press is watching. It's very noble of them and the reduced carbon footprint generated by the Toyota would help offset the environmental damaged caused by their homes that can be seen from space.

Electric cars are a force to be reckoned with, of course, but having a reasonable, rational discussion with their acolytes can be difficult. The most balanced treatise I've heard recently came from Harry Metcalfe on his YouTube channel called Harry's Garage. I recommend having a look at it. (Go to YouTube, search Harry's Garage and find the video captioned '2020 new car market; why I think it's going to be very different from now on'.) While you're there, check out the video on the Jaguar iPace for a practical example of range anxiety. Major manufacturers have invested too much money and governments around the world have introduced too much legislation for electric cars, and/or hydrogen powered vehicles for the internal combustion engine not to be marginalised, at least.

So for those of us with petrol in our veins, make the most of our interest, drive our cars, make a noise and let's thumb our noses at those who see cars as nothing more than transport at best and demons at worst. They don't know what they're missing.

Finally, it's hard to not be impressed with the Tesla plant in Nevada. There are even some humans involved! Click on http://www.youtube.com/embed/8_lfxPI5ObM?rel=

The contraction in our world has been as surprising as its been rapid. We have structured our lives around our ability to move around largely as we choose. Only now can we begin to consider travelling interstate again.

I suspect most of us have either completed or lost interest in those minor jobs around the house and clearing out unwanted stuff!

Garry Maher responded to my threat to write about my Holden period, by providing an article, something everyone should be grateful for.

We lost Adrian Walker this month, I didn't know him well, however, my lasting memory is of the Top Gear festival at Eastern Creek, er SMP, where the cover photo was taken with Casey Stoner. We were parked as a group on the hill when Adrian announced that he had to change his trousers for shorts, which he did there and then. Later, at a CMC Display Day he wasn't happy with the tune of his E-Type so he pulled the carbies off, fiddled with them and replaced them.

If there is anything positive to come out of the COVID pandemic, and I'm clutching at straws here, it has been the explosion of wonderful motoring material on YouTube. Some of my favourites: a staple has been Jay Leno's Garage, more recently Harry Metcalf with Harry's Garage and Farm. Frank Stephenson, designer of, inter alia, the Ferrari 430 and McLaren MP4 12C, has started a channel critiquing car design and anything with Chris Harris in it. Various museums and significant collections have conducted virtual tours, the US Petersen Museum has virtual tours of its Vault as has the Mullin Museum and Bruce Canepa has taken us through his collection and workshop. Not to forget Goodwood, of course, which has uploaded a heap of material, including most recently, Speedweek.

There is a great deal more of course, I won't share with you some of my more eccentric likes, I'm sure we all have our own favourites.

Finally, I would like to thank all those who contributed to TG. We withheld publication of this issue, as I gathered content and, thanks to our members, I think it's turned out well. My Alfa Giulietta Sprint has arrived from the US, more next issue. At this time it is proposed that the next issue will be Summer 2020 in December/January.



As judged by a highly credentialled international jury of one – (Colin Piper) The Winner of the June-July photo caption competition is Robert Harrison, with

"You may be James Bond ! but where is the ladies toilet ?? "

I first meet Adrian at a Super Sprint Race meeting at Oran Park , Adrian kindly introduced himself to me and told me that he had competed many times on this particular circuit and many other racing tracks during his car racing career, so he asked me to follow him around and said he would show me the racing lines. I agreed that it would be good to learn the finer points of the track , however, by the way, I had competed at Oran Park on many occasions previously , nevertheless, I was always willing to gain tips from experienced drivers.

Looking down at Adrian's racing gear I noticed he had only socks on and two odd ones at that. I thought to myself "bugger me" what a character. Adrian was driving the MKII Jaguar, as we paired up at the start he indicated to me in sign language to follow him, this I did about four foot off the rear of his Jaguar. About halfway around, I had enough and opened up the V8 Aston Martin and on overtaking Adrian, gave him a wave of thanks and kept going.

Adrian came up after the event , and said " what happened , you were supposed to follow me?" "Ok" I said, "I will next time". Later in the afternoon it was time on the track again, I agreed to follow him and learn the track lines, same thing, right on Adrian's tail as we made our way around the track. Looking back, I guess I was pushing Adrian too hard as he spun off into the grass on one of the turns, no damage done , but back in the pits talking to Adrian, I had to say "I think I will follow my own instinct from now on, if it's all right with you".

Knowing Adrian over the years has been a privilege, not socially, but certainly while in car club matters and events.

Some of my interesting experiences with Adrian:

One time I had organised the 3801 Steam Train run to Bowral. The Lunch venue previously arranged was at a one of the Bowral hotels, Adrian and Lorraine joined our table. My idea at this type of event is that at the completion of dining, the men divide the table costs up, in this case four ways. To my astonishment Adrian said that Lorraine would pay for her desert and drinks and that Adrian would pay for the rest. I said, "No you pay your share and collect the money from Lorraine!"

Probably the best time I had with Adrian was in New Zealand on one of the TSCC overseas events , as Roselee and I travelled most of the time with Adrian and Lorraine , finding their company very interesting indeed. Adrian paid for Lorraine and even offered to pay Roselee's and my meal at one of the little cafés on the way. On this trip Adrian

told me about the wildlife he had saved, certainly a different side to Adrian. I told him that with his health issues and with what birds spread in the way of diseases it might be a good idea to stop looking after wild birds. Adrian replied in his husky voice “ No, I will just continue with caring for the birds”

Returning from New Zealand, I picked up a bug and ended up in the Public Hospital at Royal North Shore. At the time, Adrian was in North Shore Private getting treated like royalty.

I remember making a comment, “Here you are here being looked after with wine and soft music, while I am on rum bum and gramophone in the public section” Adrian just laughed and said “I could arrange a glass of wine if you like – no trouble”

Many hours were spent visiting with Adrian while in hospital, but I wish I had never mentioned about car racing suspensions with him as this seemed to be one of his favourite subjects.

I found Adrian to be a very interesting, caring and kind, always willing to help others , and I considered him a good friend , who shared many of his life’s experiences with me. I certainly liked Adrian’s sense of humour and it he is a sad loss for me”.

Guess Adrian would have said in his husky voice:

“ Me! it’s been one hell of a journey”

Ed – Follow this link for Adrian’s Article “Jaguar – A Passion for Life” <http://www.thoroughbredssportscarclub.asn.au/downloads/2012/TopGearAug2012.pdf>

Praise the Lord! At last we get to turn a wheel in anger!

It's about two years since I last competed at the Marulan Circuit, previously owned and operated by Garry Wilmington, when it was, with due respect to Garry, a 'Mickey Mouse' circuit in someone's backyard. It was always very testing and great fun but a little short on infrastructure and space for things like trailers and car parking.

The new owners, the Shelley family (of soft drink fame) are well known to both Wendy & me, having had their South Coast weekender a few doors down from ours during the 1980s and 90s – that was our second surprise of the day. The first surprise was the road from the front gate to the actual circuit. Previously a track, it is now a properly made 2 lane road complete with centre line and fencing each side – a promise of things to come.

The pit area is now extended and fully sealed with a dedicated parking area for trailers and tow cars. There is now a proper two storey control tower with a covered spectator area to supplement the covered veranda in front of the canteen. The 1.7 km track itself has been widened on most corners and a tricky loop has been added to the centre of the circuit. Also, there is concrete – lots of it forming very intimidating walls. All this is Stage 1 of improvements. Stage 2 is well underway with the purchasing of some adjoining properties, extension of the track by about 2 kms with a promised, long, 200 kph straight – hopefully to be ready for next year's events. Stage 3 is further extension of the track – probably by another 2 kms. I hope I'll still be able to compete!



The name of the circuit, 'Pheasant Wood', is in honour of the Shelley brothers' Grandfather – an ANZAC who was killed at Fromelles in France during the First World War. He is buried in a War grave in a cemetery in France called 'Pheasant Wood'.

The event itself, was run by MGCC Newcastle and was a round of the CSCA series. It attracted 61 starters and Wendy was Chief Steward on what was a perfect, sunny winter's day. The club and officials did a superb job and the day ran like clockwork with 6 groups of 11 or 12, each being offered 7 runs of a total of about ten minutes' track time. It was all over, with trailers loaded before 3.00pm

The TSCC fielded only 3 starters and 1 official – Wendy was Chief Steward. In all modesty, I have to tell you that I was fastest in my little Ford Escort with a time of 68.5 sec. Les Payne in his MG Midget was next with 69.3 sec and Jeff Breen drove his Triumph TR6 to 74.8 seconds. FTD was Richard Woodhams in his Lotus Elise with 58.8 seconds.

A great day was had by all, with no incidents. Thank you MGCC Newcastle and Pheasant Wood.

We were enjoying a wonderfully organized AHOC run stopping to stay at Blayney, Junee, Echuca Narrandera and finally in Cowra's for the Cherry Blossom Festival.

We were halfway through the run after visiting the border town of Echuca heading north. Slowing down approaching Narrandera the Yellow 'Tyre pressure monitor warning' lamp turned on in my Mercedes SL350. Pulled into the first service station to check tyres, three of the warm tyres were slightly above the cold pressure recommended. The left front tyre pressure was 28PSI which is slightly lower than the normal cold 33PSI recommended. I pumped the left front tyre to the same pressure as the right front tyre of 34PSI.

Since we were too early to book into our accommodation (my Achilles heel, always early, let's say I suffer from AE) we had lunch in Narrandera, walked through the town then booked into the motel. After unpacking I checked the front left tyre pressure 26PSI. The tyre obviously had a slow leak so off to the tyre repairer in town. He could not look at it for a couple of hours so tried the other tyre repairer who had the company policy of not repairing run flat tyre. So back to the first tyre repairer who had a reasonable selection of magazines to occupy me.

They removed the wheel and after a short conference with his colleague I was advised your wheel rim is split. Repair of an alloy wheel was not possible. The spare tyre is a collapsible emergency spare wheel which can only be used for short time at speed not exceeding 80km/hr. We were over 500km from home.

We belong to Royal Automobile Association of South Australian (RAA) since road service cover applies to the individual, so you're covered no matter what car you're driving throughout Australia. NRMA expect a payment for each car covered by road service which can be considerable if you have a number of cars. Also I consider the RAA provide a more generous breakdown assistance if you are more than 100km away from home. Rang the 131111 number which is the common road assistance number used by the NRMA and RAA. Since we have the Premium RAA subscription we were diverted to the Premium /Plus phone number. They required the verification that the car was not drivable and arranged for the local NRMA to inspect the car and the wheel. The wheel was inspected by the NRMA service person. The unsuitability of the spare wheel to continue our journey was discussed and the NRMA service person agreed the car was not drivable home.

The subsequent telephone discussion with Premium RAA person resulted in a number of options available to me which was too confusing to comprehend. The RAA person agreed to email me the option to consider. My phone discussion with the RAA person ended by me stating I would sort matters out and she advised me to keep the receipts implying these may be reimbursed.

The RAA PREMIUM, FULL BENEFITS (if Broken Down over 100km from home & Vehicle not repairable within 48 hrs) applicable to me are summarised as follows:

Option 1 – Stay and Repair Have the vehicle repaired in area of breakdown, up to 5 nights' accommodation capped at \$150

per night, up to 5 days car hire capped at \$130 per day.

Option 2 – Travel on Rental Have the vehicle repaired in area of breakdown, Rental vehicle is supplied to travel on and continue your journey and return to collect your repaired vehicle, 7-day car hire capped at \$130 per day.

Option 3 – Travel on Bus/Flights Have the vehicle repaired in area of breakdown, Bus fares or airfares capped at \$800 per incident to transport member and up to 4 passengers to home or intended destination, and one return fare to collect the repaired vehicle.

Option 4 – Vehicle and Passenger recovery RAA will recover your unrepaired vehicle, yourself and up to 4 passengers to your home or intended destination, 100km-400km – we will generally make use of a tow truck where available, Over 400km – we will generally move the vehicle by a car transporter and move people via bus/flights, Size and weight limitations apply, Delays of up to 15 working days may apply.

After reviewing the RAA options and unable to select the one suitable, I organized a hire car in Leeton and a taxi to pick up the hire car, it was near 5pm and we had to make decisions and move on, we were due in Cowra the following day for the Cherry Bloom Festival on Saturday.

While waiting for taxi, I phoned the Mercedes dealer in Orange and advised that I would be sending my car to them for repair/replacement of the split wheel. I organized the local NRMA who were a car dealer in town and the local towing company to take my car on a tilt tray truck to Mercedes in Orange. The cost was \$1,440 which had to be paid up front. Picked up the Hire car and was some \$750 poorer after paying taxi and car hire.

My better half furiously corresponding on face book was advised by one of our friends in the TSCC that Shannons provided them with breakdown assistance if you are insured with them and more than 100km from home. The following day, I phoned Shannons and advised them of my situation, they advised that I had a collision with a stationary object (pothole). Spent the next half hour on the phone parted with \$300 excess fee and was told the towing and repair would be covered by them.

The following day, phoned my selected repairer West Orange Motors who were authorized Mercedes –Benz Service Centre. They advised the AMG Mercedes wheel was not kept in stock and would take 3 weeks before it would arrive from Germany. I also advised Shannons would be requesting a quotation for the repair. The following week I rang West Orange Motors to follow up progress with Shannons quote, they advised Shannons had requested a quote for my other Mercedes SEL450 6.9 which was also insured with Shannons. Back on the phone to Shannons, another half hour later cancelled the previous claim, paid \$750 exceed for the SL350 and was advised the previous \$300 excess would be refunded.

Since there has now been one week delay I asked Shannons if I paid for the wheel would they reimburse me, the answer was yes. I paid West Orange Motors \$1,100 for the wheel to minimize the delay.

Whilst waiting for the wheel to arrive from Germany some correspondence to resolve RAA options. Sent RAA email detailing the incident and explained why I could not accept one of their options as follows:

Option 1 – Stay and Repair which was not suitable as we were required to be in Cowra NSW the following day.

Option 2 – Travel on Rental which was not suitable for the following reasons:

- No hire car available in Narrandera.
- Nowhere to safely leave the vehicle.
- No Mercedes Benz Service Centre.
- Once the car was repaired we would have to travel in excess of 1000km to pick up the car.

Option 3 – Travel on Bus/Flights which was not suitable for the following reasons:

- No airport or bus service to Cowra and then on Sunday to Kurrajong Heights.
- Nowhere to safely leave the vehicle.
- No Mercedes Benz Service Centre.
- Once the car was repaired we would have to travel in excess of 1000km to pick up the car.

Option 4 – Vehicle and Passenger recovery which was not suitable as the delay of up to 15 working days was not acceptable as we were required to be in Cowra NSW the following day.

I included copies of the car hire and taxi receipts which RAA fully refunded. Shannons were sent the receipts for the towing and the wheel repair and this was fully refunded. I negotiated with Shannons the recovery of my car from West Orange Motors changes and compensation for me to and pick up my car from Orange.

So now all up I was \$450 out of pocket, had a new wheel and had a pleasant drive to Orange.

The split wheel was returned to me when I picked up the car. The split is about 1mm wide at the inside rim and tapers to nothing, is parallel to the wheel axle, about 50mm long. Being on the inside of the rim this would not have been noticed during any normal service.

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 first of 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 a number of state borders are closed and there are district border closures in West Australia. This article deals with vehicle preparation and performance. Stay safe everyone!

Driving our Stag across Australia from Sydney in October 2019 was not exactly what we planned when we signed up for the 2019 TSOA WA National Rally being held in Margaret River, Western Australia. We had intended to take our Triumph 2.5PI sedan which has air conditioning. However, our sedan had other ideas and developed an 'expensive' noise in the gearbox in mid-2019. Enter our Stag to carry us 5,000km across Australia to the National Rally. Topless motoring among the giant hardwood trees in WA was the new vision for the trip.



turn on the second day of the trip. Our Stag then drove beautifully and returned a consistent 28 mpg (10 litres/100 km). Most of the crossing was done at 110 km/h (68 mph).

It was time to clear the several year backlog of maintenance tasks on our Stag so that it would be in good shape for the crossing. Both cars have been lowered an inch but our Stag has stiffer springs than our sedan and has Recaro seats with a thin cushion so we were going to feel 'well connected' to the road for the whole trip. There was quite a list: rough running, front shock absorbers, oil leaks, headlights, coolant leaks, brake vibrations, and rear shock absorbers.... some were long standing while others were self-inflicted as will become clear later. Preparation started at the end of August with 5 weeks to our departure on Monday, 7 October 2019 with a lot happening in the last two weeks.

We had been on a recent excellent TSCC run to Langford House in Walcha and our Stag had not felt particularly well while having heavier than usual fuel use of 25 mpg (11.3 litres/100 km). It has a locally fitted dual throat Weber DGMS38 carburettor (inspired by the Stag Weber modification) and it seemed that the low throttle fuel adjustment for the two throats might not be evenly balanced. Each of the adjusting screws was wound gently onto its seat while counting the number turns which were found to be quite different. After consulting my records, both were set at the same setting and at idle the feel of the exhaust from each exhaust tip was reassuringly the same. The final of a series of tweaks was one eighth of a

The engine in our Stag is the original Triumph V8 now fitted with exhaust headers and a twin 2-inch exhaust. It is approaching the need for a refresh. Lying under the car on the cold, hard garage floor and looking up for oil leaks revealed that there was oil leaking from the cam covers so the cam cover gaskets were replaced. The oil strategy for the trip used 1L of heavy oil conditioner and 0.5L of seal restorer in our pre-departure 20W/60 oil and filter change. While occasionally super sprinting our Stag there was a fair amount of oil carry over into the air cleaner. So a SAAS oil catch tank was ordered 10 days before departure and fitted in the front left corner of the engine bay with its outlet piped back to the air cleaner. Full throttle was only used once in the whole trip after pulling out in front of a road train in WA that was doing 110 km/h and realising it was getting rapidly larger in the rear vision mirrors. When we got home there was only a tablespoon of oil in the catch tank and none in the air cleaner.

The location for the mounting screws for the catch tank was estimated and the first hole drilled between and below two screw heads that were painted over from when the car was repainted by the previous owner. The mounting screw was put in with a power screwdriver to make it easier to mount the catch tank later. The engine bay immediately filled with acrid black smoke and the phrase "Dial before you Dig!" sprang to mind.

There are aftermarket headlight relays fitted in the car but they had never been located in 20 years of ownership....until now. When the screw was removed it was too hot to hold but at least the acrid smoke had stopped and was gradually dissipating. The mysterious two screw heads were holding the two headlight relays to the front of the bulkhead and the new screw would have missed them both if it had been 5mm lower. As it was it went between them and slightly into one relay more than the other causing the positive feed to the relay from the starter motor to be shorted out until the feed wire burnt out. Which feed was it? Low beam....drat! This meant accessing the headlight relays which it turns out are mounted next to and outboard of the horns. The left-hand grille sections and headlights have to come out.... NOT a planned activity. Both headlight relays were replaced and a new feed for the low beam headlights was run across the front of the car from the battery rather than trying to dismantle the wire run that disappeared back into the gloom through the inside of the left hand front mudguard and emerged from a tight conduit near the starter motor. The feed to the high beam relay was still intact.

If I am to take out half the headlights should I carry out an H4 conversion using the lights I had bought a year ago? We are only a week out from departure and not every day can be a working on car day, so a half H4 conversion with low beam only was carried out and with the car on stands the beam alignment was estimated. It was later found to be quite short when we turned on the headlights for the first time in WA. Having all the lights in, it was time to put the grille back in which would take a couple of hours so it was left to be attacked first thing next morning. After all, how hard can it be to put **black** screws into recessed brackets in **black** grill sections into a **black** body with everything over-sprayed **black** in a cramped, dimly lit garage? It took all morning....during which I fervently congratulated the designers of the 'grille from hell' in several languages.

The car was already on stands for the fitting of the GAZ adjustable front shock absorber cartridges bought two years before. This was going reasonably well including rebuilding the top bearings until I found that the retaining caps for the cartridges had reached the end of their thread and the cartridges were very loose inside the struts. In the end two 11mm long pieces of 1-inch water pipe were cut and one fitted under each cartridge. Putting the GAZ alongside the KYB units that were removed showed the GAZ units were noticeably shorter. The units were set at 9/28 from soft and that was a little firm as it made the random stuff in the ash tray jiggle. So they were backed off a few notches for best open road comfort and then firmed until the front did not feel 'floaty' on the second day. Thereafter a good ride to WA prevailed.

Whilst lying on the aforementioned cold, hard garage floor looking up for oil leaks there were signs of coolant seeping all along the right bank cylinder head gasket. This cylinder head had not been disturbed since the mid 1990s. So it was re-tensioned as a precaution against an increased rate of leakage during the crossing. Several sessions

of quality time were spent in the 'unguents and potions' aisle of the local car parts store reading all the fine print on the back of cooling system sealing products. In the end a half litre bottle was acquired of the only sealer that seemed to not require a drain and flush of the cooling system before use. This was cheap insurance in case of coolant loss between service locations during the crossing which could be up to 160 km (100 miles) apart. 5 litres of water was also carried. At the Nullarbor Roadhouse, about 100 ml of coolant was added to address a very slow and steady loss of coolant but the sealer was not used until Norseman where there was heavy condensation in the right bank exhaust pipe by which time we had travelled over 3,700km (2,300 miles). A second 250 ml dose was applied halfway through the national rally at about 5,500km (3,418 miles) allowing us to complete our trip and the shipping of the car home via a special deal with CEVA for National Rally participants kindly negotiated by the WA National Rally organising team.

Our Stag had been fitted with oversize brake callipers from a Jaguar XJ6 and ventilated discs on the front brakes which were a very tight fit in the available space inside the wheels and also required grinding of the backing plates of replacement disc pads to not foul the wheel hub. There had been some vibration under brakes over time as well. So it was decided to revert to standard brake discs and callipers and use Greenstuff pads as used in my sedan. Rimmer Bros promised delivery 12 days ahead of our departure date and the discs, callipers and pads turned up a day early which was most helpful. They were fitted leaving a week remaining for the fitting of a new set of tyres and a proper four-wheel alignment. A copy of the alignment procedure page from the Stag maintenance manual was presented to Payless Tyres and Brakes at Freshwater who reckoned they are "always disturbed when people give us written instructions". They provided a great four-wheel alignment based on my preferred zero toe-in, front and rear (plus zero / minus 0.5mm) that made every corner fabulous for the whole trip and since. A new set of Toyo Nano Energy 3 tyres in 195/70-R14 ran very freely with 31 psi (214 kPa) front and 34 psi (234 kPa) rear. The tyres are unmarked from the crossing but I noticed that the look and feel of the car changed as the previous tyres were 195/65-R14 as fitted to my sedan. It looks and feels better out of proportion to the 10mm increase in ride height.

The rear shock absorbers had been replaced with Spax adjustable units a year prior to the trip and a final check was made to verify their settings after the wheel alignment. The same shock absorbers were on my sedan at a setting of 2/8 from soft. Looking at the setting screws I noticed that they had been hitting the lip on the trailing arm and were a bit dinged. The left one was set to 3/8 as were going to have a boot full of luggage but as soon as the right one was touched.... WHOOOOSH.... I found myself lying on the aforementioned cold, hard garage floor covered in and spitting out shock absorber oil and immersed in a cloud of krypton gas. At this point it was clear that I was 'not Superman' as a test had been applied but was thinking 'Oh Magoo, you have done it again!'. The sun was setting on this October Friday afternoon... and we are departing on Monday! I had a set of KYB rear shock absorbers in my garage but they would be too soft, so I put them on my sedan and transferred the Spax units from my sedan to the Stag and set them at 3/8 while carefully positioning the adjusting screws so as to be away from the trailing arm lip. They worked well.

Insurance parts carried included a set of cooling hoses plus a length of ½ inch hose, fan belts, front hub stub shaft and bearings, half shaft universal joints, fuel filter, fuses, a Lumenition power module and a detector module. None of which were used which was the point of having them with us. Datsun 180B rear hubs are fitted so there was no need to carry a spare Triumph rear hub. We also carried a UHF CB radio to converse with our fellow Triumphs whilst with them. 5 litres of Sydney water was sitting untouched behind the passenger seat when we got to Margaret River. We travelled alone until the last couple of days of the crossing relying instead on our cell phones which had coverage in most towns.

The oil strategy worked well and half a litre of heavy oil treatment and 3 litres of 20W/60 oil were added during the 13-day crossing - a distance 5,000km (3,108 miles) - with daily maximum temperatures in the 20Cs. The total distance was 6,461km (4,016 miles) over 23 days including the National Rally and visiting with Jill's brother Alan

for his 70th birthday. The only other item of note was that the supply wire to the indicator switch on the steering column broke after we passed Norseman and would only indicate to the right. It was soldered back on in situ after Trevor Norris, a fellow Rally attendee from Victoria kindly loaned a gas fired soldering iron and some heat shrink.

Great trip ... our Stag ran beautifully and manageably. Topless motoring among the forest giants was achieved. Every corner was a delight and the ride was smoother than anticipated though still well connected to the road. The 'V8 channel' was on song.... when it could be heard over the wind noise from the soft top. We took some music with us but gave up part way through the first song we played. Rookie error – next time I will put on the hard top for trip there and take it off on arrival so that Jill and I can converse on the way across. The car park at Margaret River was littered with Stag hard tops owned by wiser folk.

It was a great performance from a worn engine. Our Stag is running so well it seems a shame to take it apart for engine refurbishment and air conditioning installation.

We are looking forward to Staggering across Australia again!



Many of us know Giorgetto Guigiaro, voted “Designer of the Century” by a panel of 120 automotive journalists in 1999. More than a handful of TSCC members own or have owned cars designed by Guigiaro. With a father and grandfather who were oil painters, it is not surprising that young Guigiaro developed a passion for art and design.

He studied art and technical design in Turin and having submitted car design concepts at a student exhibition in 1955, Fiat’s Technical Director invited him to join the Fiat Special Vehicles Design Department. After 4 years at Fiat, Guigiaro was lured to the famous Gruppo Bertone styling centre where he rewarded his employer with a remarkable streak of successful designs for Aston Martin, Ferrari, Alfa Romeo and Chevrolet.

After 6 years at Bertone, Guigiaro joined famed coach builder Ghia where he styled for Maserati and De Tomaso but in 1967, he formed his own design company, ItalDesign. In the years which followed, Guigiaro’s company styled over 200 vehicles for clients across the world. The company’s portfolio included 14 Alfa designs, the Lotus Esprit, the Bugatti EB112, the 1974 VW Golf, Saab 9000 and the Subaru SVX. He designed a concept car for Porsche in 1970 – the Tapiro – which bore a remarkable resemblance to his later famous project, the De Loren DMC 12.

In addition to his automotive designs, Guigiaro has styled numerous other consumer products including cameras for Nikon, firearms for Beretta as well as motorcycles for Ducati and Suzuki. Most interesting for me as a watch-a-holic and lover of the Seiko brand, is his association with Seiko in the early 80’s. Following the development by Seiko of the first ever analogue quartz chronograph movement in 1983, Guigiaro was commissioned to create 4 alternative watch designs for this new chronograph calibre. This new design collection had to appeal to motorists and should enhance the driver/user experience. One design model had an angled face to ensure the wearer could see the watch face whilst driving and without turning their wrist. Seiko branded this new design group their Speedmaster Sports 100 series.

Ayton Senna famously wore one at the start of his career and the futuristic sci fi designs of 2 of the models caught the eye of James Cameron who used them in the 1986 movie, Aliens. One (Seiko Ref 7A28 6000) was worn by Bishop, the android and the other (Seiko Ref 7A28 7000) by Sigourney Weaver’s character, Ellen Ripley. Collectors around the world flocked to what became known as the “Bishop” and “Ripley” models and original watches from that period are highly collectable. Almost 20 years later, Seiko released them as re issue models.

Guigiaro’s designs whether they be watches, cars or cameras were designed to fulfill a role in our everyday lives but at the same time, put a smile on the faces of their owners. The Seiko watches designed by Guigiaro seek your attention. You want to look at them. They are an excellent conversation piece. Like the 1974 VW Golf, these Seiko watches were not expensive in their day. The current reissue models sell for less than \$400. Like so many of Guigiaro’s car designs, they have aesthetic qualities that are integral to their usefulness and have an effect of people and their well-being.



Ripley Watch

Unusually great Goulburn weather greeted the 95 regular CSCA competitors, plus 18 race cars from the MRA Group, to the Triumph Club's Super sprint at Wakefield Park. This event was conducted under the A.A.S.A umbrella as opposed to Motorsport Australia – not unusual for Wakefield Park.

It was promoted as a 'paperless' event due to the Covid crisis – but let me tell you, that a small forest gave its life for the huge amount of paper used in our house to keep up with documentation associated with, and needed for, this event – from the Supp Regs to the 'E' ticket to get in the gate. In my opinion, the Covid thing was a bit over the top, considering the event was either in the open air or one person in their car. Entrants were only allowed one extra person per car, besides the driver, as pit crew – no spectators allowed. However, most of the CSCA competitors had nobody with them at all.

Every person who entered the circuit had their temperature taken at the front gate, only 4 people allowed into the new larger sign-in room at one time, the drivers' briefing (such as it was) piped to iPhones, a maximum of 2 persons in a garage or carport – all of which were divided with tape. These were policed during the day by Covid Marshalls who told people to stand out on the roadway and observe the 4-metre rule if they wished to 'mingle'.

Worst of all, only 2 males were allowed to enter the Gents' toilet block at a time. This created havoc with many competitors arriving at about the same time on the cold morning after a 2½ hour drive, then queuing for the temperature check – needless to say, the scenery at the rear of the trailer park was benefitting from this issue. The event – well, you thought I'd never get to it!! Like this report it was late getting started due to a 'cock-up' with the race car group which ran first. Then, to



Les Payne



Gary Maher

add insult to injury, one of them spilt oil halfway down the main straight. The result was, that the groups which contained the TSCC members didn't get onto the track until 11.00am. Rather annoying after leaving home at 5.30am!

There were 4 members from TSCC (3.33%). Lindsay Day in his Triumph 2.5PI Mk 2 achieved a best time of 1.27.2 in spite of losing a lot of green fluid (the car, not Lindsay). Jeff Breen had a trouble-free day to score a best time of 1.25.9 in his Triumph TR6 and Les Payne managed 1.20.1 in his MG Midget. I was disappointed to only get down to 1.19.2 in my Ford Escort in spite of a bit of extra tuning over the last months of 'lock down'. This time was 1 second outside my previous time at this venue. Interestingly, several competitors were saying that they could not achieve their previous best times even with the circuit being in great condition coupled with the perfect weather. These conditions, however, did help Daniel Nolan from MGCC achieve his PB and FTD of 58.9 seconds in his Nola Chev race car.

Due to the late start, the large number of groups and the oil spill, I only had four runs in order to leave at my usual time Of 3.30pm. By then I regularly have five or even six runs under my belt. All things considered, it was a good day out 'presented' by the Triumph Club – and remember 'a bad day's motor sport is better than a good day at work.



I remember well the first time I saw a Triumph 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 Sea 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 Triumph 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 1s and 2s as company cars before his car dealership at Waitara changed to Ford about the time the Stag was released in Australia. I only saw my uncle once in a Stag in gleaming Sienna with hard top and he was in a hurry that day so I did not get a ride. It was to be nearly 30 years later that I had my first ride in a Stag as I began the search to buy one. But first a little on the development of the Stag.

In times past there were fewer or no 'focus groups' and the like which allowed personalities to drive the design of cars. The birth of the Stag came out of the relationship between Harry Webster as Chief Engineer of Standard Motor Company (1957 to 1968) and Giovanni Michelotti who was introduced to him in 1957. Michelotti was then held on a non-exclusive retainer by Standard-Triumph after his first accepted challenge which was to design an alternate body for the TR3 was well met (this after some alteration to the nose may have become the beautiful Triumph Italia 2000 later built by Vignale from 1959 on TR3 chassis bought from Triumph). Michelotti designed generations of Triumphs from the TR4/TR5, Herald/Spitfire/GT6, Toledo/Dolomite, 2000/2.5/2500 saloons and the Stag.

Webster would periodically drive to Turin and back over a weekend to see Michelotti. On one such trip Michelotti asked for a 2000 sedan to use as a base for show car he wanted to build as a convertible for the Turin motor show to advertise his design skills. As most of the car would be ditched a new car was not needed and so a car that had been used for some of the early press photos and most recently as general support vehicle for Triumph's 1965 Le Mans campaign was driven from Le Mans to Turin after the race and forgotten about. Webster had agreed to provide the car on the condition that he would see Michelotti's creation prior to it being exhibited. When Webster saw the completed car in February 1966 he decided to keep it as he could see a market for the young married manager who had previously had a sports car and wanted something different with room for young children and some 'get up and go'. There were also empty-nesters amongst which category he saw himself who would want to enjoy a 'middlescence' and have some fun.

The car which also had Michelotti's concept interior in it was returned to the UK in June 1966 and sat under wraps for a while due to the usual problems of priorities and finding the money for tooling even though Triumph was profitable at this time based on the success of the 2000 saloon and the Herald/Spitfire with the GT6 entering production at that time. In Webster's recommendation to the board in mid-1966 it was estimated that 12,000 units a year could be sold compared to the 2,500 units per year forecast in late 1963. At that time the Stag was to have the 2.5PI straight-six engine with Lucas petrol injection initially followed by the new V8 which was also to be 2.5 litres in capacity with petrol injection.

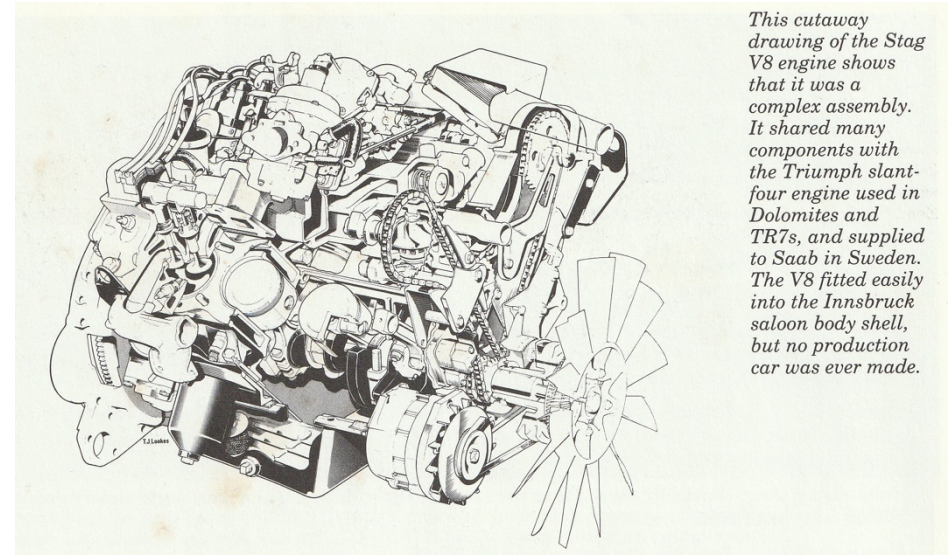
By early 1967, Michelotti's prototype was still the only Stag in existence. A first prototype was created by Triumph with the only change being to fit a stout roll-over bar and optional hard top. At that time Rover had been absorbed by Leyland and the question was asked whether the new Rover V8 engine which could produce 160HP (or more with injection) and was yet to be unveiled to the public could be installed. Webster reported to the board that its height was a problem. When Charles Spencer (Spen) King moved from Rover to replace Webster as Chief Engineer in 1968 following Webster's transfer to Austin-Morris at Longbridge, the decision to use the Triumph V8 could not be undone and there were also concerns about the Rover engine plant capacity to produce the Rover V8 in higher numbers.

Webster remained a Triumph board member until 1970 and firmly of the view that the 2.5PI engine should be used until the Triumph V8 had been fully developed. In 1968, there were only a couple of running Triumph V8 engines and no plant to build them. The Triumph V8 was part of a new engine family of slant 4s and V8s with the slant fours being the left bank of the V8. Slant 4s were built and sold to SAAB for their SAAB 99 production from 1968 at 1.7 and later 1.85 litres capacity. Versions with up to 2 litres capacity were used in the TR7 (1975) and the Dolomite Sprint (1973) which had four valves per cylinder driven from a single overhead camshaft.

The Triumph Directors seemed determined to have their V8 as their North American sales force was saying that 'it has to be a V8', so the new Triumph V8 had to be made to work. The performance figures from the prototype 2.5 litre V8s were poor even with fuel injection and a decision was made to increase capacity to 3 litres. A consequence was the necessary beefing up of the clutch and gearbox with some changes in ratios to make room for bigger bearings, a stronger propeller shaft and larger brakes. Time to launch fell back by over a year due to these changes which also allowed time for other changes.

Then there was the scuttle shake problem in spite of extra reinforcing and triple panels in some places which legend has it was solved by engineers inserting a broom stick between the centre of the windscreen and the rollover bar for drive testing of the first Triumph built prototype before the bolt in steel version was developed. The shake disappeared. Engineering wise, two cars that started on the same platform in the end only have the same front and rear suspensions, a few gauges and the warning light cluster in common. Many other areas are 'same as except' including larger front and rear brakes, transmissions, turn indicator and wiper switches and power steering. The rest of the design ended up unique to the Stag with the interior and nose style carried over into the 2000/2.5PI Mk 2 saloons which made to market first in 1969 reducing some of the Stag's style impact on release a year later.

Building the Stag was another area of difference with bodies being pressed and built at Speke No.1 factory in Liverpool where 1300/Dolomite/TR6 shells were made and finished off on the TR6 production line at Triumph's Canley plant in Coventry. Canley is where many other Triumph models including the 2000/2.5/2500 sedans were assembled using bodies built by Pressed Metal in Swindon (apart from the CKD kits assembled at AMI Melbourne and later Leyland at Waterloo in Sydney along with other locations such as Belgium, South Africa and New Zealand).



This cutaway drawing of the Stag V8 engine shows that it was a complex assembly. It shared many components with the Triumph slant-four engine used in Dolomites and TR7s, and supplied to Saab in Sweden. The V8 fitted easily into the Innsbruck saloon body shell, but no production car was ever made.

The industrial relations of the era and especially at Speke were diabolical when also driven by extreme financial pressures at times. This unfortunately led to poor production practices and quality control. A friend overhauled his Stag engine in 2004 and was banging casting sand out that was still stuck in the cylinder head water passages after 30 years on the road instead of being removed during manufacture. Triumph battled for 6 years to improve engine reliability and the reports of cooling problems and head gasket failures were too widespread to be hushed up. There were a number of detail changes to improve cooling including the change of head gasket to the supplier that the engineering department had wanted to use in the first place but was overruled on cost grounds.

After being planned for release in 1969, 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. When released only around 100 Stags had been built due to design changes and industrial delays and there were soon waiting lists of 18 months or more along with instances of people paying hundreds of pounds over the list price to get their hands on a Stag. 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 i.e. built October 1971 onwards and only a handful remain from that model year.

In 1969 a fast-back version was proposed, however the 1969 Michelotti version was 'not liked' and though a later 1971 Triumph rendering of the same idea was liked, it was never put on sale due to the associated tooling cost. There were three different prototype fast-backs built and there is only one currently running in the UK following a complete restoration. It is considered the version most likely to have been put into production.

The styling was retouched in 1973 to black the lower sills and rear light panel as well as fitting alloy wheels and including overdrive as standard on manual cars. Initially, the soft top and hard top were optional in that either alone could be provided on a new car. Production of USA specification cars ceased in 1973 as Triumph did not want to continue to invest in the engineering changes needed to the Stag that were arising from burgeoning safety legislation in the USA which led to the large rubber bumpers on other models amongst other things. Tinted glass and revised interior changes were made for the 1976 and 1977 model years along with all cars having both soft and hard top. Automatic Stags now had the Borg Warner 65 transmission in place of the earlier BW35. These latter Stags are known colloquially as 'Mk 2' Stags and the 1973 to 1975 cars as 'Mk 1.5' even though Triumph never officially referred to them as such because the various detail changes were made progressively in production rather than together at a particular time. The last Stag of the total of 25,939 was built in June 1977. Due to the various difficulties encountered it became a case of exceeding the 1963 sales estimate of 2,500 units per year but not by much with a final average of 3,706 per year rather than the 12,000 per year foreseen prior to the US legislation changes and the poor initial reliability which cut off the Stag's largest potential market.

Stags have been and continue to be significant in their appeal and use with the Stag Owners Club in the UK being the largest single model car club in the UK with over 4,000 current members. On their records 17,819 Stags were sold in the UK of which there are currently 5,763 licenced Stags and 2,592 on SORN (1998 onwards) with many more lurking in sheds. Using the licenced and SORN figures provides a survival rate of 47% plus the long off-road Stags in sheds which are estimated to be up to possibly 10,000 though not all of these might return. A source of perverse pride could be that the Stag is at times the most often stolen classic car in the UK.

John Powell in Victoria 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 following some more data from WA recently has 1,608 Stags listed as ever being in Australia by commission number (VIN). At this time only about 22% of the entries are completely verified in terms of data and 8 have been exported. There are 879 road registered Stags in Australia which makes the survival rate 55%. 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

To put all this in perspective, the Triumph 2000/25PI/2500 saloon from which Stag was derived has a survival rate of less than 1% of 317,000 built in the UK. Similar component parts, similar construction methods, similar painting techniques, similar age (a bit older on average but in a fifty-year timespan, what's another 7 years?) but the Stag was 'the Triumph to have' and it was a brilliant conception for a mid-range car manufacturer to slot into the market well above Austin, Morris, Rootes Group, Ford and Chrysler but just below Jaguar.

Since buying my Stag in 2000 I often count the number of 'wolf whistles' I receive during each outing in terms of the reaction from other motorists and bystanders. There are various levels to this 'wolf whistle' 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 my 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 last year who followed us around town for a quarter of an hour before nearly taking my driver's door off when pulling up next to us so keen was he 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 the Stag can be fully enjoyed in the manner intended by its designers. Long may it continue to do so. Happy 50th birthday to the Stag!

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This was the first TSCC 10 Event organised and Jeremy Braithwaite picked the historic O'Connell Hotel, opened in 1865, in the hamlet of O'Connell, half-way between Oberon and Bathurst. It is featured in Rex Newell's book 'Famous Australian Pubs' and is a classical colonial country hotel.

Jeremy and Julie in the Mustang met with Rob Clare in the Jaguar XK150 at Kurrajong Village, whilst Leigh and I decided to save an hour and go direct via Katoomba in the Jaguar XK.

By Katoomba Leigh and I were looking for a coffee to I decided to go to the Echo Point Visitors Centre-Closed! Oh well let's try the Skyway- Closed! The inconvenience of a pandemic when you can't even buy a cup of coffee? Last try was the coffee shop at the Hydro Majestic at Medlow Bath- success.



From Medlow Bath we followed the Great Western Highway to the Jenolan Caves road and then turned right onto Duckmaloi Road to Oberon. Apart from a small delay with roadworks these are great roads with frequent bends, climbs and downhill sections. The Jaguar was right at home on this road.

Leigh and I arrived first at O'Connell just before noon followed a few minutes later by Jeremy, Julie and Rob who braved the cool weather over the mountains with the roof down in the XK150.

John and Sonia Curran arrived within minutes in the BMW M3 closely followed by Craig Sheil in the Jaguar 3.8 Mk2 and Craig's wife Sonia who was on a lunch break from work.

Inside the "pub" we were shown into a private room where conversation quickly started about cars (naturally!), motor racing, holidays, medical procedures and how to solve the problems of the world.

The lunch menu was typical hotel food well cooked and to everyone's liking.

Post lunch Craig escorted us to his property and shed where he is restoring a unique Datsun 180B SSS rally car. The car has significant history having competed in the 1975 & 1976 Southern Cross International rallies, The 1977 London to Sydney Rally and the 1979 Repco Around Australia Trial. The only car known to have competed in all three iconic events.

Craig is doing a great job of the restoration and building the car to as close to its original specification as parts availability allows. I was envious of the size of his shed and the opportunity it would provide to add to my collection of cars!



We all departed Craig's at around 1430 hours to head for home, or in our case to Mudgee to spend the night with family.

It is always enjoyable to meet with all of our TSCC friends at events however the world does not facilitate large gatherings at the present. Whilst this is the restriction we currently live under and we are limited to small gatherings this provides opportunities to get to know each other better in smaller groups which just adds another dimension to our great club. Well done to the committee for thinking outside the square to keep us in contact with each other and Leigh and I look forward to joining other TSCC 10 events in the future.

More photos can be found at Jeremy's SmugMug site- <https://jbraithwaite.smugmug.com/ThoroughbredSports/Events-2020/Lunch-at-the-OConnell-Pub>

The Car's the Star



In this case the car was definitely the star, albeit with a little patina, Eleanor, the 1973 Mach 1 Mustang from the original *Gone in 60 Seconds*. How Toby Halicki kept the car together long enough to complete the film is a mystery.

The End

