

JOURNAL OF THE TR REGISTER AUSTRALIA



SIDESCREEN

No. 35 DEC07 / JAN 2008

ACT EVENTS

22nd February

Morning tea at Boorowa. Meet Hall general store at 8.30am.

NSW. EVENTS

DECEMBER 2007

Sunday 9th December. Register Christmas Party – 12noon ROUGHLY HOUSE, 656a Old Northern Rd Dural. (Look for Visitor Information sign). on site secure parking.

There will be a BBQ chairs tables provided, so BYO food and drinks. contact Russell Holliday.

JANUARY 2008

26th January 2008; Our traditional Australia Day party : Gary & Deb John's home at 238 Warri-moo Ave St Ives.

26th January 2008 ; NRMA MotorFest Macquarie St in Sydney. All Day.

FEBRUARY

9th & 10th February; Gnoo Blas Classic Orange. Car Show and Circuit Tours :Contact Denis Gregory 0263 622840

QLD. EVENTS

Sun 9th Dec:

TR-RQ Annual Christmas Lunch.

Venue: The Court House Restaurant, Cleveland.

To date we have massed thirty-eight acceptances which has given us great grounds to build 2008 to be an even better year overall.

VIC. EVENTS

Sun 09 Dec

Chicken & Champagne Xmas Break-up, 8 – 10am at Mckenzie's Reserve

(Mel 274K-1), Yarra Glen. We will supply the food as usual, look forward to a good turnout.

Wed 12 Dec

Meeting at Jag/Healy rooms 8 pm. Rosalie Street, Springvale

Sat 19 Jan

Afternoon New Year Meeting at the real Geoff's shed, from 2 to 5 pm at Geoff Kelly's 56, Churchill Park Drive, Lysterfield South. Geoff always has interesting projects and a beer or chardonnay can be brought and consumed whilst chatting.

Wed 13 Feb

Meeting at Jag/Healy rooms 8 pm. Rosalie Street, Springvale

SA. EVENTS

27th January.
details

Traffic Free Rat Run. 8.00am Burnside Town Hall . Contact Tony Case for

TAS. EVENTS

2nd December

Shannons Classic Car Charity Run

WA. EVENTS

Sat 8th Dec –

Christmas run details TBA, combined with TSOA.

UPCOMING TR REGISTER EVENTS:

Put these dates in your diary for future TR Register events.

.Wed 13 Feb Meeting at Jag/Healy rooms 8 pm. Rosalie Street, Springvale

October 2008. NATIONAL MEETING at THREDBO

Photos kindly supplied by: Bob Watters, Bill Revill, Paul McEwen, Richard King, Dennis Hawkins

VICE PRESIDENT'S REPORT.

On behalf of President Gary, the Committee and State Co-ordinators, I wish you all the very best for the coming Festive Season. Yes its that close...phew, where did the year go.

Those of you who made it to Port Macquarie for the 2007 Concours know what a great success it was. Full marks to Howard Wood, Russell Holliday and their team. Magnificent effort girls and boys. Bring on 2008 at Thredbo!! Bill Rangott and his planning team are working on it already.

Congratulations to 2007 Concours Class winners David & Jean Pearce from Tasmania. As far as I am aware, this is the first time the award has left the mainland; also the first time someone has been awarded the Moss Award (Richard Cranium of the Year Award) one year and taken out the Concours Class the next.....Well done guys.

If you haven't had a chance to read Life Member Graeme White's recently published book "Triumph Sidescreen TR", do yourself a favour and buy, beg, borrow or steal a copy. An excellent read.

Everything looks TRiffic for the coming year:

Treasurer Gavin tells me that we are financially sound;
Bruce reports that we have a good range of new parts, with overseas shipments arriving on a regular basis;
Brian (Aladdin) is back in his cave after a month or so in France, so don't forget to check for second hand parts as we are constantly acquiring fresh stock; and our hard working State Co-ordinators assure me that they have many tours and activities in the pipeline so check "Sidescreen" or the web.

So that's about it from me.

Gary and Deb, will be back from overseas just before Christmas.

On their behalf, I again wish all our members, old and new, a sensational 2008.

Keep on TRing

Geoff James
Vice

SIDESCREEN NEWS

New parts shipment.

As advised in the last issue of "Sidescreen", the latest parts shipment has arrived and contains some new items which where not previously stocked.

T617 Clutch slave cylinder TR2/3
T620 Clutch Slave cylinder TR3A

Samples of new wire wheel have also arrived (photo)
Forward orders or expressions of interest for the new wire wheels (which are expected to be available in March 2008) to Ray on fax. 02 9829 7088

T760. 60 spoke 4.5" painted wire wheel \$260



T772. 72 spoke 5.5" painted wire wheel \$330 (based on TR6 type)

CANBERRA CAPERS

Had a great trip up to Port Macquarie for the National gathering with Frank Marshall, Bill and Ros Rangott, Peter and Gayle McEwan, Frank Bourke, Pikey and Elizabeth. We met up with a large group of Register Members from Tassie, South Aussie and New South Wales in Tamworth. We also met up with a Queensland Group at Walcha on the way down to Wauchope.

It was great to catch up with members again, some of whom we only see once a year or every few years. It's also great to see a lot of new and different cars on display. After missing last year at Bendigo I was looking forward to having a look at John Buck's 3 and Otto's 3a – obviously fantastic motor cars.

Spent a few days in Coffs after Port visiting a mate of mine, which was quite relaxing and enjoyable. Unfortunately all good things must come to an end and it was off home again at the end of the week.

Our next big gathering for ACT members will be on the Terribly British Day in Canberra on 2 December on the lawns in front of Old Parliament House. We always join in with the local Triumph Car Club and this year we are hoping to win the display for most cars of a particular marque.

We are also having our ACT Register Xmas get to gether after the British day display on the shore of Lake Burley Griffin near the boat hire on the city side of Commonwealth Ave Bridge at 3pm onwards.

I would like to wish all members a very merry Christmas and a happy New Year and that Santa brings you some fabulous presents.

Our next morning tea will be a run to Boorowa on Saturday 2 February, 2008. Meet at the Hall General Store at 8.30am.
Kind Regards to all

Graham Brohan

WEBMANAGER'S

REPORT.

The 2007 Concours was a credit to the organizers and attendees.

I have tried to do it justice on the website but I had taken over 700 photos and it was difficult to keep it within reasonable bounds. There is no truth to the rumour that 600 of those photos were of Powder Blue cars!

I tried to take photos of all of the cars that were at the Concours so that I could have a recent photo of your car to put up on the gallery page. Sorting, formatting and adding the photos is a time consuming operation so I will get it done as time becomes available. As luck would have it, 2 photos of cars were duds. If anyone has a good photo of:

Simon Goodings TR3A (SG154) and
Paul Roberts TR3 (TR300),

taken on the day it would be appreciated if you could send me a jpeg.

I mentioned it at the Concours, but it is worth repeating to all – we are fast running out of space on the website and I may have to remove some archive material (eg. photos of previous Concours and various state events). The Register has to pay for the space on the server.

If you have any strong feelings about that, could you write to me or email me before I start to clean things off. We could request the Register to pay for more storage but that would only be viable if there was appreciable member support.

If you have sent me something for the website some time ago and it hasn't appeared, please remind me. It is all too easy to lose things in the backlog of emails.

Best wishes for Christmas and happy TR motoring in 2008.

Rick Fletcher -

TT Tour

in the autumn 2008

We are currently putting together another Triumph Tour. The TT will run from Cooma in NSW down through the mountains to Jindabyne, over into Victoria through Bright, then on through Myrtleford, Mansfield and down to the Philip Island Historic races for the weekend. One thought is we stay in Melbourne for that weekend so the ladies can shop, get arty and sip cappuccinos while the menfolk travel to the historics. Following then is a run up through Ballarat to Daylesford for a couple of days in the Victorian countryside.

The TT will run for a week from Weds 5th March till Weds 12th March. Some of you may wish to stay on after the TT for the Australian F1 GP on Sunday 16th March.

If you are interested please contact Gavin Rea on gavin1@ozemail.com.au or 02 9997 6820.



American British

Dorothy Deen, March 28,

Car Legend Dies

1922 - October 23, 2007

Oceanside California, October 23, 2007.

As raging wildfires threatened her Southern California home, Dorothy Deen Sitz died in a nearby Oceanside hospital after a long illness. The vivacious blonde Deen was best known for the Doretti sports car, a line of sports car accessories of the same name and for importing Triumph Sports cars for the Western United States. A darling of the local and automotive press, she was a common fixture at races and promoting the sports cars she sold.

Born in Hollywood, Calif., to engineer and businessman Arthur Andersen and Martha Schultz Andersen, Dorothy grew up in a time when women either stayed home with children or worked as secretaries and telephone operators. At an early age, Dorothy Andersen had other ideas.

Her career started as a teenager test driving the Whizzer motor bicycles her father had redesigned. She graduated to a mail order business selling gasoline model airplane engines her father also designed and manufactured. Growing up in Los Angeles, Dorothy had always been interested in cars, but the interest really took off in 1950 when she took delivery of a brand new Ivory MG TD, which was followed by several sporty Simcas. Instantly, she was propelled into a world of rallies, clubs and races. Although her later business interests prevented her from racing, she and her father often ran their cars on an abandoned airfield near the Andersen beach house.

The next business venture forever changed Dorothy's life. Unable to find high-quality accessories for her MG and her father's Morgans, the pair designed and marketed their own wind wings, sun visors, luggage racks, valve covers in addition to wood and aluminum steering wheels. With backing from Andersen and in partnership with machinist Paul Bernhardt, Cal Specialties was born. To make the Cal Specialties line sound more exciting, the partners took the first three letters of Dorothy's name, and turned it into the Italianate "Doretti".

Through his work with thin-wall steel tubing, Andersen became involved with the Standard Swallow Company that was building a sports car based on Triumph TR2 running gear. In partnership with Dorothy, Andersen took on distribution of the new car in the U.S. and simultaneously picked up Western distribution rights for Triumph. Not only would Dorothy import the cars, but for a single dollar she sold the rights to the Doretti name that soon graced the attractive new two-seater. After Doretti production ended in 1955, Deen continued to import Triumphs until the company bought out all distributors in 1960. She then became the 45th woman in the world to earn her helicopter pilot's license and later co-owned and managed an aircraft dealership. She later returned to UCLA to become a para legal on her intended, but never completed--route to becoming an attorney. Along the way she declined Max Hoffman's offer of a West Coast BMW distributorship and opted for a life of retirement and travel with her late husband, Tony Anthony, whom she met when he sold her that first MG TD sports cars years earlier. She is survived by automotive historian Jim Sitz, her husband of 16 years.

BOOK REVIEW

TRIUMPH Sidescreen TRs

It is rare to see any new book devoted to the sidescreen TR these days and many would say that it has all been said before.

Not so, said Graeme White, who I believe has produced an excellent publication devoted to the history of Sidescreen TRs in Australia.

The book is hard cover and contains 184 pages of high quality.

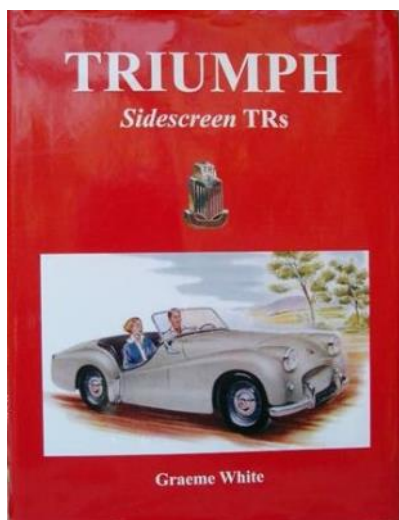
Graeme details the TR racing exploits of many famous TR people such as Harry Firth, Doug Whiteford, Alan Moffat, Dianne Leighton, Gavin Baillieu, Eldred Norman plus many other lesser known competitors.

As well as the racing history, he also tells the story of Sidescreen's in Australia, from the introduction of the TR2 & Doretti to the last shipment of TR3a cars that arrived in Melbourne early 1961.

The book also features stories about many former and current members of the TR Register including the three known one owner Sidescreen cars in the Country.

The wealth of previously unpublished period photos and period road tests is reason enough for this book to be on the bookshelf of all Sidescreen TR enthusiasts.

Special members price \$55.00 . Refer to page 29 for ordering information.



CONCOURS REGALIA

Many Thanks to all members for making this year's regalia sales so successful.

A large amount popped out of wallets & purses for an ever widening range of apparel, regalia & publications.

Graeme White's wonderful new book, "Triumph Sidescreen TRs" proved so popular, it was a sellout with over 20 paid up orders left for us to fill. We have obtained further stocks of this book and suggest that you place your order ASAP to ensure that you are not disappointed.

Thank you all who assisted with the tent and sales on the day. A special thanks to "Bareco" Alan and Annette Bare, who had a huge load transported to the Port and back.

Annette personally drove the regalia by truck from Taree to Port Macquarie—A terrific effort from a terrific lady.

Please let us know if you have any regalia requests or suggestions for next year. Remember to consult the website for assistance in choosing regalia.

Best Regards,

John Muddle.

MEMBERSHIP SECRETARY

New members have slowed to a more realistic number with 5 since the last Sidescreen however ,that's 41 new members for the year. It's gratifying to see so many enthusiastic people and some previously unknown cars. We even have new members wanting to purchase cars.

Our latest recruits are:

Robert Murphy from QLD who is looking for a car (Rob's details can be found on the Wanted To Buy section of the website)

Chris Pepper from Victoria who has a TR3 which was previously recorded on our database in 2002.

Danny Fitzgerald from NSW who is also looking for a car, Danny attended the Concours and was very impressed with the quality of the cars and the friendliness of the members.

Also from NSW are Ken Duffy who has purchased a TR2 and Rick Schmalzer who has managed to sneak a TR3A out of QLD from under John Buck's protective wing.

Please join me in welcome these gentlemen to our fine club.

I would like to take the opportunity to congratulate the organisers and helpers at the recent National Meeting and Concours, what a great event!

Well done to everyone concerned!

It was so good I reckon we should make it a permanent arrangement (only kidding Howard).

A special mention to our tireless Webmaster for getting the report on the website before a lot of us even arrived home, well done Rick you're a champion.

Members Directory

It is time for the Directory to be updated as it is 2 years since this was done so if all has gone according to plan there will be an authority form included in this issue. For new members the Directory was created as a means of contacting local members when you are travelling, whether it be for a social chat or for something more serious like a breakdown or as Pikey so eloquently put it for the first Directory "even if it is only for tea and sympathy".

Many members have found cause to use it, myself included, and even though the majority of members probably have motoring organisation cover for breakdowns, there is nothing like being able to talk to a fellow Sidescreen owner when you need help.

The information is only available in hard copy and is sent to all financial members of The TR Register Australia Inc, only your name, town or suburb, phone number and email address is recorded. No information is published on the website and inclusion in the Directory is purely voluntary. To be included you must return the signed authority form to me by 31st December. If there are any members who wish to be removed from the next edition of the Directory please drop me a line at the address on the inside back cover. It is anticipated that the updated Directory will be distributed early in 2008.

Have a great Christmas and New Year and make your resolution for the New Year to use your car at every opportunity.

Remember 2008 is a leap year so we all get an extra day to go for a drive.

Bob Watters.

SIDESCREEN SHOWROOM

For Sale:

TR2-3B Chassis, in excellent perfectly straight rust free condition. Price \$2,000.

Phone: Geoff Bills, 0408 398 800.

Adelaide.

Wanted:

Rob Murphy, who lives in Longreach Qld. Is looking to purchase a "Sidescreen" TR.

Contact Rod via Email:

dellyb@mackay.matilda.net.au

SPORTSCAR SIMPPEETS

Louis Maroya.

Port – Pauline & Howard – Macquarie

Have you noticed the dearth of whingeing at this Concours? Could it be because the weather was perfect? No 40 deg. plus heat in getting to Port. Even the cops seemed fairly scarce on the ground. It could also be that any complaints would soon melt into compliments at the sight of Pauline's happy face shining at you as she welcomed us to this most pleasant part of our far flung country. But don't let's forget the other half of this remarkable team: Howard.

On arriving at Port we espied a strategically parked beacon, a red TR outside Sails, the home for our stay. Inside the compound Howard's smiling face announced a welcome. A good omen one thought as we tumbled out of the sportie.

The rest of our stay at the Concours is a whirlwind of greetings, smiles, anecdotes of the journey to Port, of Book Launching, more smiles, of dinners, frowns, drinks, laughter, presentations, David Pearce speechifying, Merv Collens judging, spontaneous hilarity; Mal Monro and Geoff James outfoxing each other, more hilarity; Gavin's refrain I am the MC, polite applause, and then . . . the Moss Award, the courteous winner, and Graham Brohan equalled as the promoter, more jollity.

Despite all the hullabaloo, Howard remained impassive, concentrating on the task in hand, hoping that nothing had been forgotten or perhaps mislaid. And Pauline, was still smiling, though signs of weariness began to appear. And yet a gleam in the eye suggested that it had all been worthwhile for a great gathering of the faithful.

Pauline and Howard we thank you, we salute you, we remain grateful for all that you have done for us. It is our wish that next year's Concours at Thredbo be an occasion for you both, to really enjoy.

Where's Rick Fletcher?

If you haven't visited our tr-register site by now you must be on another planet, to have missed out on all the photos of the Port Concours. See the galaxy of stars, from Allan Bare to Graeme White. One that you won't see is Rick Fletcher, the photographer extraordinary, who is as always behind the lens.

Thank you Rick for your wonderful sense of fun and of the ridiculous. Who else would organise a line up of light blue TRs for our enjoyment? What about an award for the most original factory light blue duco?

Many thanks Rick for your unfailing good humour and the work you do so willingly for the Register. Next year I promise to have you in front of the lens for at least one shot.

Holler for a Marshall.

And when they did who do you think would appear? None other than one of our Register icons: Merv Collens. In case you weren't familiar with Merv's business history, it was his slogan which turned Marshall Batteries into a household name. Recent illness could have excused him from coming, but like those famous batteries, Merv is made of sterner stuff. Merv and Marcie it was a great to have you join the faithful throng at a Concours. We look forward to seeing you and your cherished TR at many more Concourses. May we all wish you and yours a wonderful festive season and a bounteous New Year.

TRs and Swallows Judging and Safety.

Deciding that the Concours judging episode goes quicker if one is occupied in doing something, my offer of helping judge the engine bays, was approved by Brian Richards, our genial Chief Judge. Ross and I set out to do our judging task with an open mind, adhering to the skilled judging sheets given us, in order to keep subjectivity under control.

When the task was finished I mulled over a comment made to me, that we ought not to deduct points for any safety equipment that the owner has added to the car, unavailable for that model at the time of manufacture. For instance we don't deduct points for wire wheels. However the earlier TRs could be bought with front disc brakes, but without a booster. Later the owners added boosters simply because it made the disc much more efficient and hence safer. Any safety equipment, including seat belts, ought not to be penalised.

Thanks Ross for putting up with a mere Doretti owner.

Vale Dorothy Deen.

Australia's Mr Doretti, Paul McEwen, informs that Dorothy has died at the age of 85. Having lived a most incredible life at a most challenging time of world history, we bid farewell to a remarkable business lady. A fuller valedictory follows in this edition.

TOADSTOOLS

Author: John Pike.

Boredom on the Freeway

Ah, Port Macquarie, what a splendid venue for our Concours, with a field of TRs basking in the sunshine. No doubt there will be other reports of the event in this magazine, but I think special mention should be made of the efforts by Howard Wood and Russell Holliday and their respective spouses to arrange for such great weather. I don't know how they did it, but if you followed the weather patterns they got it spot on. The following weekend was an entirely different story, and to mutilate a well-known Queensland expression, Port Macquarie, beautiful one weekend, under water the next.

It was several days after the Concours when Thud turned his head for home. The weather was a bit threatening, but still great for some quality open top motoring as we fanged down the Pacific Highway. However, approaching Raymond Terrace I noticed that the road was wet from a passing shower. I was just congratulating myself on missing the rain, when we drove into what felt like a wall of water. The rain went up the windscreen and down the other side, making the wipers useless, while my glasses turned opaque. By the time I'd ripped them off my head general visibility was no more than 20 metres and driving was becoming a touch dangerous. Fortunately, the deluge only lasted for 30 seconds or so, then we burst out into bright sunlight again.

It didn't take long for us to dry out again, but I kept my eye on some other showers that were around. And then when we were about half way along the F3 freeway we saw a large and very dark cloud mass hovering over the road ahead. My travelling companion suggested somewhat pointedly that even a vinyl roof would be better than none, so I pulled Thud off the road to put his hat on. He doesn't think much of this hat, and tends to grumble a bit about it, but it does keep the occupants moderately comfortable, and I figured I'd put up with his grumbling rather than face the music from the other seat.

Soon afterwards the rain fell in torrents, but at least most of it stayed outside the car. Visibility wasn't brilliant, but the traffic kept flowing at a reasonable pace. This all turned to grubs when something happened way up ahead and all three lanes of traffic came to a standstill. When we started moving again it was either stop/start or at a snail's pace and I didn't get out of first gear for miles.

After an hour or so of this, Thud was thoroughly disgusted. Instead of roaring down the highway with the sun on his face and a heap of dead flies in his teeth, he was reduced to puddling along at almost no speed whatever, in the wet and wearing his silly hat.

It was enough to try the patience of any car, and like a child Thud became bored. And when someone is bored, mischief can happen.

Now he obviously couldn't say "Dad, how much further is it", so Thud decided on another way to attract attention. He produced a very loud squealing noise from under the bonnet, unlike anything I've heard from him before. The noise went away as soon as I applied throttle, but returned when the engine went back to idling.

I reckoned that the noise was coming from either the water pump bearing or the fan belt, but I wasn't about to pull off the road and check it out more thoroughly.

In the best traditions of selective deafness, I pretended not to hear the squeals and squeaks, and continued motoring (very slowly) onwards. After about five minutes, Thud gave up on that little ploy and the noise was not heard again (and I still have no idea what really caused it in the first place).

Shortly afterwards, Thud turned his attention to something I couldn't help but notice. He decided to try running on three cylinders, apparently figuring that as we were going so slowly four cylinders weren't really needed. He must have subscribed to the theories of Idi Amin, when he was big in Uganda. As part of his population control procedures, Idi was known to say that three was more than enough for a quartet.

With the engine running like a chaff cutter, and Elizabeth eyeing me somewhat suspiciously, I said "Come on Thud, it's bad enough trying to concentrate on driving in these conditions without you messing about like this. Just give me a break."

To his credit, the old chap brought the fourth cylinder back on line almost instantly, and the trip continued relatively calmly. By the time we'd reached the turn off to the road up to the Blue Mountains the rain had stopped, the traffic had thinned and more normal speeds could be maintained.

We stopped to take the hood down, and Thud virtually rocketed up the hills, back in his element again and giving lots of pleasure to his crew, his previous naughtiness forgotten. Gee, it's nice to have a car with a bit of character and spirit. The Poms sure knew how to build them !!

TR Register National Meeting— Port Macquarie

(A visitors view)

The TR Register National meeting was held in Port Macquarie from Friday 19th to Tuesday 23rd October. An ASCC group from the Orange/Bathurst area attended the event.

Our group took a leisurely trip via Mudgee (morning tea in the park by the river) and Ulan, Merriwa (lunch) for an overnight stay at Branxton. Next morning we took the scenic route via Gresford and Dungog to Gloucester for lunch. After lunch we travelled the Bucket's Way with a stop at the Motorcycle Museum at Nabriac. With over 800 motorcycles from the very earliest to the later models, along with memorabilia, this place has to be seen to be believed. Well worth a visit. We arrived in Port Macquarie late afternoon and headed for our various accommodation. The main accommodation venue was the Sails Resort on the water in West Port near Panthers Club. green lawn instead on dead grass. There were various suggested numbers of cars but the official number was sixty-six. This included three Swallow Doretti's, including one once owned by the Radio star, Jack Davey. It was hard to separate the Doretti's

as all were immaculately presented but unfortunately for our Chris Olson, the ex-Jack Davey car won the Doretti section of the concours. The display of cars was very impressive. Obviously much money had been spent on most of the cars to present in the condition they were in. How the judges picked the winners in the respective classes is amazing. One chap, who hails from Cowra and wishes to join the ASCC, won the class for the best "On-Road" section with his TR3A. His car was the concours winner two years ago prior to his purchase of the car. Many believed it could have won again had he entered it in the concours section this year.

Saturday night was the presentation dinner also at Panther's. The theme was 60's beach gear. Some people went to extraordinary lengths with the presentation. While Alan and I entered into the spirit by wearing beautiful floral beach shirts picked up at the exclusive St Vincent's clothing store chain for an exorbitant price, we were no match for others on our table. One couple made their entire clothes including dress, shirt and pants. The guy wore an Elvis wig and had flared pants bottoms with floral inserts matching his shirt.

Sunday morning was the AGM for the TR Register. Geoff Fry gave a rundown on next years Festival of Sporting Cars to be held at Mt Panorama at Easter 2008. It will be the 70th Anniversary of the Australian GP at the Mount.

Sunday, Monday and Tuesday were spent touring the Port district and the North and South areas. Imagine seeing sixty-odd early TRs touring the villages! Everywhere the entourage stopped they attracted attention. The entire Trial Bay Goal car park was full of TRs and South West Rocks town centre was inundated.

ASCC members attending:

Chris & Merran Olson – Swallow Doretti; Alan Mitchell/
Paul Hingston – TR3A; Geoff & Lorraine Fry – TR3A;
Neil & Cathy Tribe – TR3A; Frank Bourke – TR3A.

(edited report from ASCC car club newsletter. Author: Paul Kingston)

EUROPE IN SUMMER - A GREAT PLACE TO BE!

So much motorsport action happens in Europe. When asked by RACE magazine to cover the Goodwood Festival Of Speed, I couldn't resist. But it seemed like a long way to go for one meeting. What else was on? Easy – the answer is – so much!!

We started in London in June with a visit to the RACE magazine representative in London, Zac Campbell, who greeted us in a London pub in fine style. Despite jetlag, good food and plenty of Old Speckled Hen, we set off early the next day, flying with EzyJet (about five pounds per seat!!) to our friends Dallas and Louise in Bonn, Germany where we picked up a hire car and stayed for a few nights. They showed us the town – a beautiful place and we toured historic Boppard on the Rhine for a day. The river traffic was amazing – huge cargo barges running up and down the river only a few minutes apart, and train lines on either side of the river carrying giant freight trains every ten minutes. Wonderful scenery, great food and... The Nurburgring just a half hour away!!

This most famous of race circuits is now divided into several areas – the new Ring, suitable for GP racing and all high – level motorsport. Surrounding this is a giant, opulent hotel, conference and entertainment centre which was hosting several trade functions on the day we visited. And the wonderful, famous Nordschleife, the Northern circuit of the Nurburgring, one of the most famous and treacherous race circuits in the world. From its inception in the 1920s the circuit has attracted Grand Prix, saloon and sports car racing at the highest level. Every great name has run on its sinuous 22 km, 73 bend path through the Eiffel mountains – Fangio, Moss, Farina, Stewart.

Many people thought the circuit was finished after Niki Lauda's horrific accident there in 1976- but this is not the case. It is currently used as a manufacturer's test track (cars from all companies are circulating at full speed all day – what a job to be a test driver!!), a race circuit ('Oldtimes' races, specialty events and a 24 hour sports car event with 240 entries including about 20 Australians in 2007!) and public use are still the functions of the track.

Public sessions are amazing. The track is open most afternoons and some weekends and anybody can do laps at any speed they choose or dare! Motorcycles, race cars, standard cars are all allowed at any time, with no helmets (for cars) driver training, licensing, scrutineering or any formalities. A sum of 19 Euros is placed in a vending machine, take a ticket and put it in a machine to get on the track – and away!! An incredible lack of formality to get on one of the world's most demanding and dangerous circuits.

Our rented VW Golf got a flogging around a couple of laps, Danute and I continually dodging high speed traffic, cars and motorcycles. Nowhere else on public roads could you have the experience of mixing it with race – prepared Porsches, 300 kph motorcycles and 'mum and dad and the kids' in a family car going for a drive! Accidents occur, are frequent and are accepted as a part of the tradition. In summary, the whole activity provides an incredibly unregulated activity in, of all places, Germany, the centre of organisation and EU- driven correctness. The lesson? Why are we so restricted in Australia in the name of insurance companies, OHS etc when plainly this doesn't have to be so? There is an answer here and motor sports enthusiasts in Australia need to



Le Mans TR2

find it!!

From Bonn we drove the Golf to Le Mans – about 600 km across Germany, Belgium and France. Le Mans is the most incredible event to attend – the atmosphere provided by the 250,000 (yes, a quarter of a million!) spectators, the tradition, the magnificent classic race in the morning of the event and the 24 hour race itself. The cars run for over 5500km – five and a half Bathurst's! – all at near to top speeds. A full report is available in RACE magazine Issue 11, August – October 2007 edition; for me the most exciting part was standing on Mulsanne straight watching the breaking duels in the early morning between 2am and 6 am. With the fog slowly descending and dawn gradually breaking, the intensity of the racing was so evident. The true gritty nature of Le Mans and the relentless pressure of top level motor sport is especially tangible, not in the brightly – lit pit area, but out the back of the circuit near des Hunaudieres at the gloomy and lonely Playstation chicane. Despite the hour, the fatigue and the icy darkness, cars are still racing at maximum speed – occasional spins, pass throughs on the chicane and the usual bouncing off kerbs attest that all are trying their hardest. Here the cars brake from maximum speed at 350 to 110 kph, brakes and manifolds glowing red, belching flame on the downshifts. Watching the braking duels is enthralling – no matter what the conditions; the faster cars must keep to schedule, must keep passing and lapping competitors, must go faster to take advantage of any weakness in the opposition. The slower competitors, still racing, must stick to their own schedule and not be slowed by being passed. Every driver on the track has a multi– million dollar team behind them and they know they are the most critical link in the performance of the team.

The outright race featured a dice for the lead between the diesel cars of Peugeot and Audi: The Audi of Biela / Pirro / Werner finally winning out after a thrilling event. David Brabham in the 009 DBR 9 Aston

Martin, who had a magnificent session in these early hours, was seen to be working hard to gain distance on the Corvettes. This gained him and his team an excellent class win. I interviewed him afterwards at the post – race drivers' briefing and he was ebullient about this session "I put eighteen or twenty seconds on Magnusson in the morning session", he said. He set the fastest lap in LMGT 1 in the predawn. It is impossible to describe the concentration, skill and plain courage that gaining that time must have taken during the cold, dark night.

Le Mans is a must on every motorsport lover's calendar.



Classic Ferrari at Le Mans



Sir Sterling in DBR1

But then back in the humble Golf to battle the traffic back to Bonn, and returning to the UK for Goodwood. A most interesting stopover on the way is the great Brooklands track and museum. Whilst the huge oval track has all but disappeared, one section of the rough banking is still available to walk on – so steep I could not climb it. The place of legends, the memories of the giants of motorsport live on in the trees and the perfectly restored buildings that make up the museum. Here live the legendary 24 litre Napier – Railton of John Cobb, the superb col-



lection of Bentleys and other magnificent machines and aircraft of the era. A wonderful collection highlighting the courage and sprit of motorsport past. Missing was Lord 'Tim' Birkin's famous blower Bentley – why? Far from being a static display, it was being prepared to run at Goodwood that weekend.

And so to Goodwood. It's all that has been said about it. Again, no short report can do it justice. The Goodwood Festival of Speed is a unique event. The event is not held at the Goodwood racing circuit (Which is used for the "Revival" meeting in September) but in the grounds of the

Earl of March's estate. The extensive static displays, food stalls and trade areas are located in the grounds around the historic March residence. The competition course is relatively small, basically a hillclimb on the internal estate roads, temporarily demarked with strawbales and barricades. Several hundred of the World's most magnificent cars and drivers roared up the track on the weekend, the sounds and smells indescribably enchanting.

The popularity of the event is staggering. From a small start in 1993, where a crowd of about 5000 enthusiasts were expected, 25,000 arrived and enjoyed the event. In the following years, the numbers have risen to plateau at 150,000 each year. This year was the same with a sellout crowd weeks before the event started. However the weather was unkind, with rain increasing for the three days and Sunday finishing early as a washout.



Each year has a theme- this year it was "*Spark of Genius – Breaking Records, Pushing Boundaries*", celebrating the glory of the individual racers and engineering visionaries who took risks and made sacrifices in their quest for victory.

As part of the Goodwood Festival of Speed, the 100th Anniversary of Brooklands was celebrated: the legendary home of British motor sport gave rise to a fabulous line of high – speed cars – the famous 'Mother Gun' and the "Tim" Birkin supercharged special. All of these cars were there, all available for viewing. Then the magic of Goodwood - the drivers and owners were happy to chat about them, any spectator could walk in and about the pits, stand beside the cars, get to see them intimately. These giant machines sounded magnificent as they roared up the hillclimb or just idled in the paddock.

The outright and class winners from the recent Le Mans event for cars and the Isle of Man for motorcycles were present. All were in an 'as raced' condition, dirt and grime still in place. With no cover-ups – the Aston Martin team had all the panels removed from the winning DBR9, anyone could see or photograph any part of the car, several mechanics from the Le Mans event were on hand to answer questions from the public and the staff were inviting small children to sit in and feel the steering!

The 'greats' of motorsport were everywhere, available for a chat and questions. Anthony Da-

vidson and other current F1 drivers were crushed for autographs, but great drivers such as Derrick Bell and great constructors like Jim Hall were just enjoying the day and the chance to talk.

A ‘Sixty Years of Ferrari’ display, the assembly of five Bugatti Royales in one place, the sound of the V12 Ferraris going up the hill, thebut the superlatives never stop at Goodwood. It is a magnificent display of the finest in our sport and our lifestyle. Words do no justice to the event – see it before you die! A full report of Goodwood will be available in RACE magazine issue 12 November – December issue.



Birkin Bentley

And so back home – with a visit to the New Forest and the National Motor Museum at Beaulieu fitted in on the way. The trip took a little over two weeks – but must have shown the best way to spend two weeks of summer in Europe!

Bill Revill



Lotus at speed.

NSW REPORT

2007 CONCOURS, PORT MACQUARIE

This years Concours and National Meeting was a huge success and the connections with the NSW committee who put the event together, achieved the wonderful weather.

The Sails Resort by the river provided such a beautiful venue for many of us , along with the other motels, all so close to the River Venue for the Concours display.

This venue, close to town, allowed easy access for Register members and the public to wander around and check out the sights and to look at the cars. The event was followed by two scenic drives on the following days to see this beautiful NSW north coast Region and the beaches.

Thank you all for coming along, some 160 people and 64 entered cars which made the event possible and so spectacular.

The presentation dinner was a very colourful affair with most members participating in the Tropical Casual Dress theme. Thanks Merv and Marci for adjudicating, as it was extremely hard to pick the winners. Congratulations to John Muddle on winning the Engine Rebuild Kit from Bareco, and thanks to all the sponsors for supporting this years event.

Special thanks to Howard and Pauline Wood and my wife Kerrie for all the work they did in putting this all together.

Thanks also to the Concours judges and Brian Richards for organising the judging and thanks to Gavin Rea for providing the MC skills at the presentations.

The announcement of Thredbo for next years National Meeting will provide a beautiful and different backdrop to display the cars, provide a great social environment and give

a chance for some more TRiffic TR motor-ing.

I hope at least as many members come along to ThRedders.

So please book early to assist the next committee in their planning.

Register Christmas Party – 9th December: 12noon, ROUGHLY HOUSE, 656a Old Northern Rd Dural. (Look for Visitor Information sign)

There will be a BBQ so BYO Meat/food, drinks and especially your Christmas Spirit. Always a TRiffic day out for the year's final Register event.

A very small entry charge will apply to support the maintenance of the historic house. Please contact Russell Holliday.

**26th January 2008;
Our traditional Australia Day party** At Gary & Deb Johns home at 238 Warrimoo Ave St Ives.

Always a TR-iffic day, enjoying the din-kum company of fellow Register members. Bring

your own BBQ food and refreshments. Usually an Aussie Day dress theme to help flavour the occasion.

Arrive around 12noon.Contact Gary Johns or Russell Holliday.

As required for acceptable use of cars on historic plates other than to those events listed, please contact me preferably by email on rholliday@aapt.net.au or to register the use in the DAY BOOK.

Also the RTA is requires the registration to be signed and STAMPED so forward the paperwork through to me with the pink slip number inserted with a self addressed envelope.

Wishing All members a happy Christmas and all the best for the coming year.

Russell Holliday.
NSW Co-ordinator

NSW EVENTS CALENDAR 2007/2008

DECEMBER 2007

5th December Gear Motorsport & Christmas Party: Wakefield Park Goulburn

Sunday 9th December. Register Christmas Party – 12noon ROUGHLY HOUSE, 656a Old Northern Rd Dural. (Look for Visitor Information sign)

There will be a BBQ provided, so BYO food and drinks. contact Russell Holiday.

JANUARY 2008

26th January 2008; Our traditional Australia Day party : Gary & Deb John's home at 238 Warrimoo Ave St Ives.

26th January 2008 ; NRMA MotorFest Macquarie St in Sydney. All Day.

FEBRUARY

9th & 10th February; Gnool Classic Orange. Car Show and Circuit Tours :Contact Denis Gregory 0263 622840

Keep up to date with events, check out the events section of www.tr-register.com.au



HERE COME DE JUDGES



Graham Brohan & Alan Wright



Alan Mitchell, & Roger Walker being harassed by Leonie Johnson

Who said the 50s & 60s were not colourful



QUEENSLAND REPORT:

HELLO AGAIN TO YOU ALL.

What an exciting September/October 2007 we mortal 'banana benders' have experienced.

Our topless Sunshine Coast run held on Sunday 23rd September was most enjoyable and was the first official TR-RQ outing for the Pamela & John Smith TR3A – nice one JS.

The next activity was Concours 2007 at Port Macquarie – more later. However, I would like to officially thank a very generous TR couple.

The scene was Port Macquarie Thursday 18th late afternoon. I was approached by a good looking young member and his wife, but I failed miserably as I did not recognise them. We discussed security at Sails Resort as there were only four sidescreens in the car park and I forgot to pack our steering wheel lock – actually it was on our TR6 in the garage at home. About ½ hour or so later, we heard a knock on our motel door. Upon opening the door I found this young good looking chap with an unopened steering wheel lock package and he offered us the use of same over the Concours weekend – how thoughtful was that!! This gentleman understood how I felt because he contacted the Resort to check security prior to the Concours and found that nil existed – his TR was left locked up in a secure garage at home. We both had the same concerns. Judy & I were both touched and appreciated the thoughtfulness of the said gentleman – you will note I have referred to him as a young good-looking chap and a gentleman. In our eyes he fits all three descriptions. We are not sure whose idea it was as I was told his wife insisted he should purchase the article for us to use. Thanks sincerely to Ann & Jim Cunningham – we will not forget!

PAST EVENTS:

Sunday 23rd September 2007 – Sunshine Coast Topless Run.

This activity was convened by Mr. & Mrs Fast of 'Fast Fame'.

We all congregated at the Fast abode to view two (2) TR2's and an MG -1934-NA- Mag-

nette 6cyl.-1100cc OH Cam with cross flow head. Nice one Bob – pity about the manufacturer.

A good turnout of sidescreens on a cool but clear day, and the Fast restaurant turned out some goodies with tea & coffee to charge the inner tanks of all attendees – in all about 20 with two visitors enjoyed the cuisine & hospitality.

We all adjourned to our 'motors' for an enjoyable journey via the Pine Shire concluding at a restaurant on the esplanade at Sandgate – Tr's were lined up nose to tail and created a magnificent sight with Moreton Bay as a backdrop. Nice one Bob & Joyce. Thanks to all attendees for a great day. It was nice to see Bob & Jill Woodley for a short time.

October 19-21st - TR-RA Annual Concours at Port Macquarie:

How good was that! Judy & I knew we were destined for a great six (6) days of TR mania as we departed Chapel Hill at 6.15am to meet our travelling companions Judi & Rob Bradford and Neville Powell & mate Michael at the Yatla BP on the M1. It was very cool and overcast – great conditions for a run to Port prior to night fall.

The Bradford's mount was their Benz known to the Tassie travellers as the 'TRM' complete with rolling TR3 chassis and running gear firmly attached to a four wheel trailer. Neville & Michael travelled in the trusty red TR3a with us in Camilla (our TR3) to complete the first group. The TRM made slow progress with its trailer weight and Rob kept the speed down to conserve gas. Our plan was to travel to Coffs Harbour via the Numinbah Valley, Murwillumbah and follow the Summerland Way through Lismore, Casino and Grafton with its mauve 'blooming' Jacaranda's and onto Coffs.

However, we were concerned for Judi & Rob making slow progress so we aborted our plan & followed them until Bangalow where we had arranged to meet our other travelling companions, Dulcie & Reg Cosgrove in their TR 3A called 'Ambrose'. Rob & Judi travelled the entire way to Port on the Pacific Highway and the 'terrible TR trio' made their way via the Summerland Way to Coffs Harbour – cool to cold, overcast to rainy sections greeted our progress as we travelled southbound. We were amazed with splashes of late spring flowering shrubs & trees enroute

which delighted my travelling companion. Upon joining the Pacific Highway at Coffs our progress was slowed by road works & towns etc which had a devastating effect on our southward momentum until we reached Port during late daylight hours.

Another group departed Nerang – Watters (in two cars) Bingham & Priors travelled via Numinbah Valley and Summerland Way to Graf-ton and Armidale and staying overnight at Uralla. Their forward travels took them through Walcha via the Oxley Highway through wonderful scenery to Port crossing paths with the Canberrans and Victorians also heading to Port. The Fast team departed Brisbane on Thursday morning also, travelled independently to Coffs when the generator gave up generating EMF – they travelled to Port on the battery only. Luckily it was still daylight. Repairs were carried out on the genie on Friday AM.

Thursday night 18th saw the early arrivals congregating at Panthers for fodder, beverages and loads of laughs. We find arriving a day early is extremely relaxing and allows slow cleaning & preparation of the chariot ready for Saturday.

The final exodus of TR-RQ members departed Friday AM – Rochesters' & Olivers' in convoy, Dumolos & Cooper also in convoy – Sue & Peter Clarke were domiciled at Port on holidays and travelled independently earlier.

Friday PM at Port Macquarie was a buzz with sidescreen TR's – I believe all arrived without serious complications – well done.

The welcoming BBQ (Dinner) at Panthers saw much excitement and commotion with everyone renewing or making new acquaintances – a good night.

Saturday AM began in fine style – excellent weather & venue for our annual concours get-together. It has become obvious to all that Russell Holliday's years of persistence that road glass will dominate the concours reached fruition at Port.

With seven (7) concours entrants, road class provided excellent examples of the sidescreen TR marque which exceeded everyone's expectations. We must act to maintain interest in the most enjoyable national gathering that we all cherish by providing greater emphasis on judging road class cars in all categories. I

have provided a letter to the committee for their consideration.

Later Saturday afternoon we enjoyed a boat trip up the Hastings River to the National Park.

Saturday night presentation dinner and awards night was hugely successful. The dress code showed the talents of many individuals and embraced the overall camaraderie of the occasion. Congratulations to all recipients of trophies and awards. A rousing & emotional tribute was given by all to Peter & Mary Cousins (red TR3 from Tassie) for their combined effort to construct a purpose built trailer to transport his renal machine & dilate materials to Port and return. Peter's 'Encouragement Award' aptly suited his efforts and determination.

Sunday AM saw us all congregate for a first ever annual meeting breakfast followed by a well organized national meeting with all committee & state co-ordinators giving reports.

After the general meeting, our infamous concours co-ordinators Pauline & Howard Wood took us for a drive to the local look-out which sorted out the over heating and cooler running TR's amongst us – an excellent experience followed by a drive back to Port for a combined lunch at Westport Bowls Club. The balance of Sunday was free as was the evening meal arrangement with everyone dining at various excellent eateries around town. Monday post tour to South West Rocks for lunch and Tuesday to Taree hinterland areas were great drives which culminated in many members heading home-ward each day.

A fine group of renegades, sixteen Queenslanders and six Welshmen enjoyed a final dinner on Tuesday together concluding a tremendous six nights for Judy & myself. In my biased opinion, the success of the annual get-together happens because of:

1. The drive to the concours destination.
2. Wonderful collection of Sidescreens.
3. Wonderful camaraderie with like minded souls &
4. The drive home.

Wednesday AM saw all five Welshmen &

sixteen Queenslanders saying good-bye in Sails car park threatening one another with the promise of “we will meet again” at Thredbo 2008.

A group of six Queenslanders, 5 x TR's and 1 x E Type V12 set out in convoy for the land we all love and call 'beautiful one day and perfect the next'.

The final group of Queenslanders headed home, all arrived safely having enjoyed an excellent programme put together by Pauline & Howard Wood, Kerrie (Florence) and Russell Holliday. As they say in okertown 'you've done good eh mate'. Well done & thanks on behalf of the Qld group of attendees.

COMING EVENTS:

Sunday 9th December: TR-RQ Annual Christmas Lunch.

Venue: The Court House Restaurant, Cleveland.

To date we have massed thirty-eight acceptances which has given us great grounds to build 2008 to be an even better year overall.

CONCLUSION:

Our preliminary 12 month TR-RQ activities calendar was emailed/posted 1st November with a follow up Newsflash 13th November to all local participating members.

Year 2008 looks good for TR-RQ with more events involving driving distances to prepare as many cars as possible for Thredbo in October. To date I have five (5) starters who could/did not attend Port - we would like in excess of twenty Qld TR's to travel to Thredbo.

We would like to wish all TR- RA members and their families a happy and safe festive season and sincere thanks to Mama (Leonie) & John Johnson, the Woods & Hollidays for a magnificent Tassie Tour 2007 & experience at Port Macquarie. Also sincere thanks to all committee members & state co-ordinators for assisting to make the TR-RA a wonderful group of enthusiasts.

For those of you who have shown interest in the “Central Australian Outback Tour 2009” as briefly covered in the last issue of Sidescreen and discussed with many at Port Macquarie, please make contact with Judy & myself to register your interest:

Email: illumdes@bigpond.net.au

AH Fax: (07) 33789144

AH Ph: (07) 33786136

Post: P O BOX 670, KENMORE 4069

One small inclusion in the proposed tour is the addition of the Flinders Ranges, S.A.

2007 has been great – 2008 will be greater!!!

Enjoy your TR's

Cheers & regards,

JOHN

VICTORIAN REPORT

Thanks to the team for organising a great Concours at Port Macquarie. I have got to confess 3,000+ km in 7 days driving was a challenge for me, the car other than a little overheating in Tamworth morning rush hour, behaved better than the driver. Seriously I did not realise Tamworth had a rush hour and the ministrations of Tony & Ian had a switch bypassing the broken thermostatic switch in no time, thanks guys.

For Victorian members, anyone not received a list of events up to next year, please let me know, as I have updated the email list, any members who received a posted copy and have an email, please let me know.

Had a potential member looking for a Concours standard car, let me know if anyone is aware of such a vehicle for sale.

PAST EVENTS

The midweek meeting at the Jag/Healey rooms was a relaxed discussion on events and the upcoming convoys north.

The new members day was a success despite a showery day and cool weather, we had an excellent turnout and a dozen cars on such a day was great.

The drive up north for the Concours had Chris & Sue joining me at Yarra Glen before meeting Peter at Nagambie and completing the trip to Narrandera by 4 pm. We then met the SA explorers at 9am the following morning to convoy as far as Gunnedah after a long day. The trip down the Oxley Hwy to Port Macquarie through the hills was a magic road, ensuring an arrival at the resort mid afternoon.

The event was a great success, thanks to the efforts of the organisers, the location and scenery made for a great weekend. The local auto electrician fixing the overheating and a brake light problem for \$10 shows the advantage of a country location.

The trip back home was round the coast and after a long day from Port to Kiama was followed by 3 days of great roads including the sea bridge near Wollongong and the National Park south of Sydney. The weather had now turned cool and showery, but the convoy found back roads and had a good trip, arriving back home Friday afternoon, very pleased we and the car had made it.

Just back from the first event since the trip and we had over a dozen people at breakfast despite a wet morning. Great to catch up and organise a few more events to take us through to 2008.

Tony Knowlson

FUTURE EVENTS

Sun 09 Dec

Chicken & Champagne Xmas Break-up, 8 – 10am at Mckenzie's Reserve (Mel 274 K-1), Yarra Glen. We will supply the food as usual, look forward to a good turnout.

Wed 12 Dec

Meeting at Jag/Healy rooms 8 pm. Rosalie Street, Springvale

Sat 19 Jan

Afternoon New Year Meeting at the real Geoff's shed, from 2 to 5 pm at Geoff Kelly's 56, Churchill Park Drive, Lysterfield South. Geoff always has interesting projects and a beer or chardonnay can be brought and consumed whilst chatting.

Wed 13 Feb

Meeting at Jag/Healy rooms 8 pm. Rosalie Street, Springvale

WILD WEST

A couple of members turned out for the nogin'n'natter at the Guildford Heritage Hotel, namely Chris Kay and Adam Baldwin, great to hear about Adams restoration moving along although still frustrating him a little... welcome to the world of auto restorations Adam! Our next meeting is scheduled for the 5th Dec at the Glengarry Tavern 7:00pm. The All Triumph and Standard Day that was held on the 21st Oct saw a fine turn out of early TR's with several cars in attendance and the weather held out beautifully all day.

Strip down of TS476 has begun in earnest with the chassis off to the blasters to reveal its true story! It is the original item that does not have the reinforced rear shock absorber mounts that were introduced early in the TR2's production run. Interestingly enough somebody has had a go at adding some crude plates themselves – possibly due to cracking of the original mounts, we shall see!

The body tub has already been blasted and etch primed and now back in the workshop for a full assessment. New floors are ready and waiting to be put in although these are different from the later floors, and new inner sills which have just been fabricated. Most of the original bodywork remains in tact if a little beaten around, but the majority will be rescued. A new Aluminium bonnet will be fabricated as this original panel has disappeared, but it does still have its Aluminium spare tyre cover which is in very good condition. Both long doors will need a little work one requires a new skin as exhaust pipe holes have been cut into the bottom section of the drivers door!!! The inner front guards on these early 2's were very nicely fabricated out of several sections all oxy welded together so well it cannot usually be detected until the old paint has been stripped away. These sections are very different from later 2's and have a much rounder shape at the front, all these little differences need to be maintained when restoring such a rare early car to preserve its historical importance... so to speak.

The engine block has returned from its sojourn in the acid bath, whilst the low port head is being converted to unleaded spec. Crankshaft and rods are off being crack tested and re-ground as required; crank still has standard sized journals at this stage!

We managed to find an early gearbox casing, which had NOT been cut around the starter motor throw out area to enable fitting of a later type starter – the number of cases cut out in this area never ceases to amaze me. It's now a matter of stripping down the old gearbox to establish what it needs to bring it back to life and ensure the 'A' type will be reliable in-service.

If anyone knows a supplier for the correct 'Geranium' coloured Leather I would love to hear from them! This car actually won the coveted Caversham 6 hour race in 1958 driven by Jim Harwood & Bill Downey completing 181 laps in the process! Evidence of a life of racing is everywhere with holes being drilled in just about all components of the chassis and drive train. If space will allow in future issues, possibly some photos may add clarity to this interesting restoration?

Events in the West:

Sat 8th Dec – Christmas run details TBA, combined with TSOA.

Happy TRing,

Richard **Hm: (08) 9385 0986 Wk: (08) 92960760 Mob: 0414 420 538**



All Standard Triumph day WA



TASMANIAN REPORT

Run to Richmond -

On the last Sunday of the month a quartet of Northern Tasmanian sidescreens braved the forecast inclement weather and journeyed south to Richmond via Brighton. Just as David Pearce and John Kay were leaving Devon Hills promptly at 9.05 am we were caught on the tail by John and Margaret Baker. A few minutes later we met Michael and Di Sullivan approaching the pre-arranged meeting point and they fell into line. Further down the highway we encountered a hazard crossing the road in the form of an echidna; fortunately it was in the other lane. We continued on to the historic village of Ross and pulled up for a coffee at the Bakery.

After a 35 minute break we were again on our way at a steady 60 mph. As we arrived at Jericho we ran into rain but it was not of biblical proportions and in fact the Rain-X kept the windscreen nicely beaded and the wipers unemployed. It was intermittent rain till we reached Brighton (how aptly named) where we turned off and headed for Richmond via Middle Tea Tree Road passing a zoo and some vineyards on the way. At 11.40am we arrived at the Richmond Arms and parked the cars. In the car park we met up with Rob and Janet Temperly, members who have recently settled in Tasmania from the Canberra region. Adjourning to the dining room we were joined shortly after by Peter Cousins. The servings were of very generous proportions, in fact my roast pork was so big that they had to replace it as roast of the day with lamb. Michael and Di celebrated her birthday with a large double platter of fish.

Dinner done, we jumped into the cars, drove over the Richmond Bridge and a couple of minutes later had arrived at Richmond Cherries where we were greeted by Chris Wisbey and his wife Sally. Greetings exchanged, we then entered the first shed which seemed to be entirely devoted to the TR2 restoration project. Chris originally owned this car in the late seventies and bought back in pieces a couple of years or so ago. The engine had been rebuilt by the previous owner and is laying in wait. The realigned and strengthened chassis was mounted on trestles with firewall and inner guards attached while the rear section is detached having had some new sections welded in. From the TR2 shed we moved on to the next shed which was housing a couple more projects of Germanic origins, namely a 1959 Porsche 356 and a 1959 Karmann-Ghia. Over the summer work on these projects will probably slow up as the cherry season gets into full flight. Chris had a good look over our cars and picked up a few pointers to assist in setting up his bodywork for assembly. It was only about 10 days after our visit that the Hobart Mercury had a full page write up on Chris and his various activities.

About 3.30pm we were on our way again travelling to Jericho on the Midland Highway by way of the Campania – Colebrook road. Michael Sullivans transmission oil got a bit overheated and the overdrive wouldn't operate so this slowed him up. At Campbell Town we pulled up for a coffee and John Kay pulled up his hood. At the café we caught up with another TR Register member, well out of his territory, who had seen our cars outside. It was none other than George Row from Brisbane who successfully campaigned a TR3A in three Targa Tasmania. Coffee down and we were all back home within the hour.

National Meeting and Concours

What a most suitable place Port Macquarie was for our gathering with its location and facilities. Well done! Howard and Pauline with the assistance of Russell and Kerrie and the rest of the committee in getting this event organized and successfully run. Your connections to the weather gods are to be envied.

For those with long distances to travel the spirit of the event seems to commence upon leaving

home particularly if travelling with others and having overnight stops. This year Jean and I travelled with Peter and Mary Cousins who were pulling a trailer behind the TR3. The ferry crossing was smoother than I thought it would be considering the amount of wind that had been blowing across the state that day. Our first overnight stop was at Leeton where we enjoyed the hospitality of Kevin and Helen Lehman, the invitation being extended during the Tassie TT in April. Kevin kindly provided stables for our cars and wash down facilities as well. The next morning Kevin took us across to Griffith for a look at the orange festival display and some panoramic views as well as calling into McWilliams Hanwood winery. At the end of the day we had reached Dubbo and next day we spent the morning at the Western Plains Zoo. On the Thursday night we were at Tamworth where we caught up with the members from ACT and SA. On the Friday morning it was off to Walcha for morning tea before tackling the 60 kilometres or so of windy road before Wauchope and then on to Port Macquarie.

On the subject of the Concours what can one say, from feather duster to rooster in twelve months! The sight of almost seventy TRs and Swallow Doretts on the park should be inspirational to any restorer. The smaller number of entrants in the Concours in the last couple of years is cause for concern. It was good that all models were represented amongst the seven cars. It was a surprise to win as I felt that most of the cars were of a fairly even standard and that with a little attention to detail any of the others could get up for a win. I think that it will be a very tight contest at Thredbo.

I would like to take the opportunity to thank the other entrants for supporting the Concours and congratulate the other placegetters and class winners. I would also like to acknowledge the time and effort that the judging panel put in and thank them for collectively favouring my car. Thanks are also due to Alan Bare for his work in providing the trophies. After last years unfortunate incident with the car I should acknowledge Shannons for covering the repair and Kevin Hay of ZZ Autos for executing the repair and refinish. Of course I owe a great deal to Jean for her assistance, for keeping the meals warm while I cribbed a few more minutes to finish off a job and for allowing me to neglect the yard work for a few weeks.

We were very pleased to see that Peter Cousins didn't return to Tasmania empty handed either. A very worthy winner of the Encouragement Award, Peter and Mary in the left hand seat put in a very big effort to make it to Port Macquarie. Swan Hill was the last meeting that Peter's TR3 appeared at before having a three year restoration . I was very impressed with the way the trailer sat behind the TR3 as it seemed to be effortlessly towed along although Peter's fuel bill might counter that.

Coming Events

Sunday 2nd December
Shannons Classic Car Charity Run

DAVID PEARCE

PS. Seasons Greetings to all our interstate friends, we wish you safe and happy TouRing during the festive season.

ALDGATE PUMP HOTEL, SOUTH AUSTRALIA

Author: *Dennis Hawkins*

A few members of the TR Register were seen lunching at the Aldgate Pump hotel on a sunny Sunday in November. There was lots of chat and those who attended the successful Port Macquarie National Meeting entertained those of us who had not made the pilgrimage.

The gathering was an impromptu event to celebrate friendships.

Two families had sold a TR each this year and needed a TR fix to get them through the year. It was good to see Robert Burke out of hospital and fighting fit again.



Sue Boyce, Klara Fynnaart, Kevin Boyce, Judy Burke, Robert Burke, Bram Fynnaart & Dennis Hawkins.

Aldgate Pump hotel beer garden with Kevin & Sue Boyce, Judy & Robert Burke, Kark Zalk (standing), Dennis Hawkins, Danny Buxallen, Harold & Marcia Prince, Raelene Buxallen, Robert (who you can't see) & Rosemary Schaeffer, Bram & Klara Fynnaart, sitting under the lovely shady trees enjoying lunch.



TR's loitering in Aldgate main street.



Danny's Concours entry glinting in the sunlight

SIDESCREEN WORKSHOP

EFI Conversion part 4

Author: Brian Richards.

As you may recall in Pt3, I was attempting to get the set up working on just fuel until the new ECU arrived from the USA, well my attempts were not that good. With the Narrow Band (NB) O2 sensor I had fitted, it was very difficult to know just what the fuel/air mixture was. In all the data on setting up EFI systems they always recommend a Wide Band (WB) sensor. A NB sensor will only give a 0 – 1.0 volt signal to indicate the mixture just either side of the ideal (14.7 : 1.0). This is fine for the set up once it is tuned as the O2 reading is normally only used to fine tune the engine at cruise and give best economy and lowest emissions. They are less expensive and much more robust and as such are what is normally fitted to your car. For setting up a new installation you need better information and the WB gives a mixture reading of about 7:1 through to 20:1. After experiencing the difficulties with a NB I bit the bullet and ordered a WB sensor and controller from Innovate in the USA. You need a controller to be able to read the output of the WB sensor. This cost about \$200.00 but can be removed and replaced with a NB once the installation is tuned. It can then be used on other installations for tuning, either EFI or carbs. It also has data logging capabilities.

The new ECU arrived and was duly fitted. Well everything worked, fuel pump, ignition and fan control. Some tuning was done until the WB arrived. When it was delivered and fitted, tuning really started. What a difference it made. I now knew just what the mixture was for the various RPM and power settings. This naturally made tuning much simpler and accurate.

Utilising the software available I was able to carry out an on road dyno test and it showed a good curve up to 5400rpm with a max HP of 80 @5000rpm at the wheels.

On the weekend prior to the Concourse I took the car on a run up to Murrays Run and back, about 250km. The car ran like a champ but on the return trip the WB sensor had failed. I had fitted it to the NB bung in the exhaust and that proved to be too close

to the head and the temp caused it to fail. They do not like too much heat.

That was OK, I would just fit the NB one and take the car to the concourse. It was after all in a reasonable state of tune. I changed the sensor and made the required changes to the software to tell the ECU of the change. Well, it all went to hell. The car would not now run well. As I only had a couple of days before setting off to the concourse and I had not even started to prepare it, it was still set up for Wakefield Park, I regrettably made the decision to revert to carbs. This took about 3 hours. I left the ECU and new loom in place and used it to control the fan.

As the distributor was still talking to the ECU, I was able to carry out an on road dyno test with the carbs fitted. The result was very interesting. At the lower end of the RPM range, up until about 3500RPM, the carbs were better but after that the EFI was better. At Wakefield I always felt the car run out of puff at about 4600RPM and the test showed why. At 4600 the HP just levelled off and the mixture went lean. The engine was starving. What the two tests showed me was that the EFI was going to be much better over all once it was tuned correctly and I now have much more confidence in my ability to get it right with the WB sensor.

A very real problem with my new manifold has proved to be one of vibration. At about 2600rpm, it gets a violent vibration around the manifold/throttle body area. It was vibrating like a guitar string. Its mass and length was tuned to the engine at that speed. If continually run around that speed it would eventually suffer a mechanical failure, most likely at the weld where the runners met the cylinder head attaching flange. I had elected to run it to the concourse and modify it later but due to the software issues it was not to be.

A new WB sensor has been ordered and it should arrive this week along with my original ECU. I had returned it to be repaired. The problem turned out to simply be two transistors that I had fitted incorrectly.

As the manifold requires modifying, I decided to try a different approach and use a pair of SUs as the throttle body. I had a spare pair of carbs and fitted an injector to each. Fitting

was relatively simple as they fitted where the main jet would normally be. As the jet pointed up at the dash pot (this was locked fully up) I needed to re-direct the fuel spray at the throttle plate. To achieve this I fabricated a stainless steel deflector plate that sits above the jet. This works well and the engine started and ran well. A throttle position sensor was fitted to the front carb. All this took about one day and required no permanent mods to the carbs. Also the engine looks standard, you even use the original air cleaners.

The problem with this set up is that the injector I am using does not have sufficient flow as we now only have two injectors, not four. A new pair should be delivered today and with the new WB sensor I should be able to get the engine running well. My plan is to take it to Wakefield Park on the 5th Dec for my GEAR day. It will be interesting. Stay tuned.....

PORT CONCOURS RESULTS

Concours Class

1st place & best TR3A	David Pearce.	(TAS)
2nd place & best TR2	Keith Manning.	(NSW)
3rd place & best TR3	Paul Bingham.	(QLD)
4th place	Chris Lemanis.	(VIC)
5th place	Ian Lyell.	(VIC)
6th place	Danny Buxallen.	(SA)
7th place & best TR3B	Terry Goodall.	(NSW)

Road Class.

1st place.	TR3A	Frank Burke.	(NSW)
2nd place	TR3A	Bob Slender.	(NSW)
3rd place	TR3A	Harold Prince.	(SA)

Competition Class.

Derivative Class.	Doretti.	Stephen Rochester.	(QLD)
Peoples Choice		Louis Maroya.	(NSW)
Encouragement.		Otto Feenstra.	(NSW)
Restoration.		Peter Cousins.	(TAS)
Rookie of the year.		Rob Bradford.	(QLD)
Moss award.		Ian Lyell	(VIC)
		Frank Marshall.	(ACT)

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