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# *Sidescreeen*

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**JOURNAL  
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TR REGISTER  
AUSTRALIA**

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# INSIDE *Issue 129*



## *From the editor*

This is one of those editions packed with pictures that tell tons of stories. The main one being the National Concours in Stanthorpe.


Congratulations to all those who won prizes or were mentioned. It's great to get recognition for the time and effort that goes into the cars. There is a good conviviality amongst members at these events.

It is encouraging to see Susie and Kerrie featuring in the honours list from the Concours. And - rookie Rowan Burns made it too (read his restoration reports in Issues 120 (Apr-May 2022) and 125 (Feb-Mar 2023)).

If you haven't attended a Concours or you missed this one, I think the images enclosed will give you a little taste of the action. It may give you some remorse about your absence.

Don't get FOMO (fear of missing out) next year. Plan now, to go to the 2024 event! Read Canberra Capers for the details.

Want to become more involved with the Register? Talk to your state coordinator (details p2).

*Mary*   
& Scout

President's message	4
Secretary's report	7
Vice President's Report	8
Membership report	9
History of Triumph - The Post WW2 Era	10
TR Lucas Brake Light Switch	14
Meet member Peter Standen	15
National Concours	16
Trophy Winners	17
The Display	18
The Dinner	20
The After Tour	22
Canberra Capers	24
NSW Events	25
Queensland report	28
Tasmanian report	30



Page 25



Page 17



Page 16



Page 18



# PRESIDENT'S *message*

The highlight of the past two months has been the Stanthorpe Concours and after tour. I'm going to write about the experience Sue and I had over the nine days. Hopefully it might encourage others who don't normally get to these events to attend the next one.

## **The adventure began**

The adventure began the day before we left home. I got a call from Ian Wall that he had problems with his TR3A "Robbie". The head gasket had given up at Brooklyn on the Hawkesbury. The car wasn't going anywhere so they transferred all their gear into Susie's TR3 "Pearl" and arranged for the NRMA to deliver the 3A to my place. It would have cost a deal of money to have it taken to Ian's place in Nowra and it would be towed to Sydney for free. Sue and I planned to take the TR3 so we put it out onto the rear lane and on arrival Ian's 3A was safely ensconced in our garage.

## **A nervous start**

The following day, Wednesday, Sue and I set off in the TR3 for its first major trip for many decades. As I explained in the last Sidescreen Allan Wright owned this TR3 from 1958 until I acquired it. Allan used it so rarely used it has less than 50,000 miles from new. Although it is a great car and a credit to Allan I was a little hesitant taking it on this trip. The only way to test them is to use them so off we went. It was a nervous start to the trip.

At Wyong north of Sydney we joined Russ and Kerrie Holliday, Cheryl Dawson and Daryl Dobe, Andrew and Jenny Ross and Phil and Maz Turner (in their glorious Mk2 Jaguar as the TR3 was out of order). After a brief coffee we all set off for our overnight stop at Uralla.

## **Member convoy**

As we progressed north we were joined at various locations by Terry and Jenny Hicks, Ian and Susie Wall, Alan and Cheryl Mitchell and new member Max Weston in his recently purchased TR3A.

After lunch at Willow Tree and a couple of nature stops and excursions, we arrived at Uralla in the late afternoon. A very pleasant dinner was had with everybody chatting and enjoying each others company. Although it is the cars that bring us together, it is the variety of different and similar interests that we enjoy engaging on.

On Thursday, we headed off to Guyra and Tenterfield for lunch. Most of us had a good wander around the town of the 'Tenterfield Saddler'.



After that, we visited the *famous giant cork tree* (pictured above) - grown from a seed brought from England in a jam jar in 1861. It's believed to be one of the largest of its kind in Australia and a prime spot for a photo shot of the cars.

## **Off to Stanthorpe**

The TR3 was going very well indeed except that the thermostat was stuck open and she was running very cool, nay cold on many legs. Occasionally accelerating from low revs in second or third there would be a short cough which I put down to the engine temperature being too cool. The hard top and well fitted sidescreens made it a very comfortable drive.

On Friday we had a good look around Stanthorpe, and the Concours locations and gave the TR3 a quick wash. I went to fill the car up and the lady in the service centre said "Oh, one of the Triumphs that were talked about on the radio this morning". Good work by Paul Bingham and team for getting the news out.

### **Concours day ... was beautiful**

Concours day Saturday was beautiful, in fact all the fears of freezing weather in Stanthorpe were unwarranted. The cars were presented next to the river, a short walk from town. I had entered the TR3 in the Concours Originality class, not because it is presented as a Concours standard, but because it is such a superbly original car.

The cars on display were a great credit to their owners. I'll mention four cars that I was really impressed.

### **Four impressive cars**

#### *Rowan Burns - TR3A*

Rowan has been restoring a TR3A at his Newcastle home for the past few years. On a visit to Newcastle a couple of years ago I visited his place and saw the car as a bare shell with new paint. Rowan wanted to bring his now almost complete car to Stanthorpe but it wasn't quite ready to drive. He delayed his Concours registration until the last minute and was eventually encouraged to bring the TR3A on a trailer. Rowan and his brother Lyndon joined in the weekend's activities and he was rewarded with the Restoration Award for his outstanding work. The car is a great credit to Rowan's skill and dedication (and support from his young family).

#### *Stan Lawrence - TR2*

Stan's car is one of the most superbly restored TRs I've seen. He had entered it in the Excellence class and rightly took the top prize. He has included a number of modifications in his car so it isn't an Originality Concours car. In my opinion, it is the best presented TR I've seen.

#### *Susie Wall - TR3A*

After their misadventures with "Robbie", Ian and Susie Wall continued to Stanthorpe in Susie's TR3. Susie is one of a growing number of ladies who are full Register members owning their own TR. She put a hell of a lot of effort into preparing the lovely TR3 and took out the Road Class prize. This is possibly the first time a lady member has won a major Concours trophy in her own right. I stand to be corrected but I can't think of another one.

#### *David Chapman - TR2*

David Chapman, like me, is a TR2 aficionado. His superb long door TR2 has missed the top prize at past Concours but he made up for it at this one. David uses the car a lot including on the Queensland TT last year which covered something like 4,000kms in the outback. I also liked that at the award presentation David took the time to thank and name those who had helped him achieve the standard needed to take out this hard-to-get-award.

The Concours culminated with the presentation dinner at the Stanthorpe RSL. It was a great night and Sue and I got to know a few members that we had met but didn't know well.

Sunday morning we had the usual members meeting where we got a great deal of feedback on a range of issues. Ian Cuss took notes and the Committee has already considered many of them. The September Committee Minutes provides some feedback.

A drive in convoy followed the meeting. After a look at the district we had an excellent lunch where Sue and I again took the opportunity to mix with and get to know members we didn't know well.

### **A helping hand**

On the drive up to and in Stanthorpe we helped Max Weston with his TR3A. This is one of the very great attractions of being a part of the TR Register - to help members get the best out of their cars.

Max had only recently acquired the car and the first long drive revealed a number of issues. Most importantly Max mentioned that the steering didn't feel right so we set about fixing a few items resulting in a much improved driving experience. He was able to drive the car home to the NSW southern highlands with nothing more than a few niggles.

Despite the car problems Max was not discouraged. He participated in all that we did and I had great pleasure at the dinner in presenting him with the club Encouragement Award.

# PRESIDENT'S *Message*

John  
McCormack

## **The road home**

After the formal weekend of the Concours we had a free Sunday afternoon and on Monday morning headed off for the Ballina after tour. We formed groups who went on different routes for their own reasons. Our group headed down to the Bald Rock National Park to see the spectacular granite formations. After morning tea in Tenterfield we lunched at Casino and then down into Ballina.

Ballina was a much more relaxed affair with daily drives organised for Tuesday and Wednesday where we saw the beautiful coastal countryside and had coffee and lunches at lovely locations.

The entire event was only possible because of the hard work of the members and partners who volunteered their own time and effort to make it happen. Everything we get to enjoy in the Register is only possible because of willing volunteers. It was a great National Concours, THANK YOU to the entire organising team.

The drive home was with our other Sydney and environs friends. We overnighted at Port Macquarie where we had a last dinner together. On Thursday we split up to go our own ways, Sue and I headed directly home.

The drive back was not without incident. We experienced a very savage thunderstorm and cold front with extraordinary winds. I thought the TR3 had a steering issue as it was literally all over the road. I stopped to look for anything wrong and it all looked okay. Later on I read that there were over 60kt gusts of wind as the front went through. I have been driving TRs for 48 years and that is the first time I've experienced such strong cross winds. Always learning in a TR.

## **Coffee and TR friends**

Since Stanthorpe we have had very well attended coffee mornings at Pie in the Sky café (on the old Pacific Hwy up near the Hawkesbury) and down at Picton on the old Hume Highway. Both are excellent venues with good sportscar drives there and back.

We also had the King's School All British Day in September alongside our TSOA mates. An excellent roll out of sidescreens and a huge number of other Triumphs. Stags were lined up in rows.

The TSOA Concours was held at the ABD and our long door TR2 managed to win the outright trophy for the second year in a row. Since last year's win the car has covered over 1000kms including the drive down to Merimbula and back. The following Wednesday we drove it to Picton. It is also a lovely driving car.

## **I spoke too soon**

A few weeks ago I was boasting I had four driving TRs in the garage. I spoke too early. Within a week the TR6 was off the road with a damaged ring gear (which was the catalyst for the work) new clutch and repaired gearbox mount. Out came the gearbox, the repairs were done and as I finished and had the gearbox back in, I found the starter was also playing up. The starter is back at CAE Performance in Castlemaine for warranty repairs.

Notwithstanding the starter issue the car is a great deal better to drive with the new clutch and gearbox mount. Last year I rebuilt a gearbox and overdrive I had bought on eBay. I had never rebuilt a gearbox before and was glad of the help I received from Brian Richards and Bob Slender. That box is now in the car and seems to be a big improvement over the one that was in it (it doesn't leak for a start).

While the TR6 interior and gearbox were on the garage floor the TR3 gearbox packed up. I had taken it to Pie in the Sky for Allan Wright to take his old car for a drive. When I got home it made some terrible noises in first and reverse. Once the TR6 is serviceable it will be another gearbox out job. At least the TR3 gearbox removal is a far easier job than was the TR6.

Finally, the miss in the TR3 going to Stanthorpe wasn't the engine running very cold. When I got home the miss had got a bit worse so I installed new plugs and the miss, and slightly rough idle, went away. The plugs were six months and maybe 1,000 miles old.

All the very best wherever you are. Drive your TR often, and safely.

Cheers

John McCormack  
**President | TR Register  
Australia**





# SECRETARY'S *Report*

Bob  
Watters



It is important to keep your details up to date and advise the Membership Secretary of any changes to your contact details as well as any updated information about your car. Could any member who did not receive the emailed minutes that were sent in late September please contact me with your correct email address so the records can be updated.

The committee has decided to survey the members again to determine what is important to club members. There have been 2 previous surveys in 2019 and 2020, both were facilitated by Survey Monkey, an online platform specialising in this field.

The survey is anonymous so everyone's privacy is protected.

The link to complete the survey will be emailed to members in October. Please take the time to respond to the survey as your answers are important for the future direction of the club.

Bob Watters

**TR Register | Secretary**

## Calendar

The response to the calendar article in the last Sidescreen was, to put it mildly, underwhelming with only 5 responses. So it appears that the calendar is outdated or has run out of time (my apologies for the bad puns). Perhaps members were waiting for the next Sidescreen for the promised order form, if this is the case please read the last paragraph and email me.

However as some of the 5 respondents have ordered more than one calendar there are enough ordered to go into production with only a small increase in the price which was based on an order for 25. Instead of \$22 the price will be \$24 including postage to your home address.

As the numbers are so small, I didn't produce an order form. Instead just email me with your order and address and I will advise payment details by return email. The usual payment options will be available i.e. direct debit, credit card or cheque.

The calendars will be mailed in November.

Any questions to Bob Watters at [bobtr3@gmail.com](mailto:bobtr3@gmail.com) or 0408 502 350

Bob Watters

## VALE *Louis Maroya*

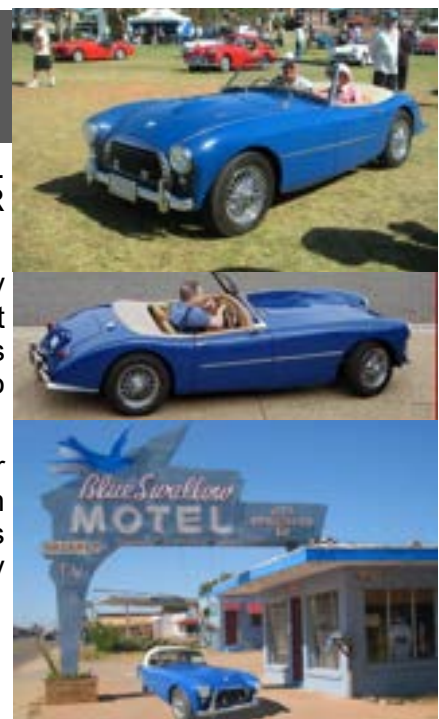
Some sad news: Louis Maroya passed away peacefully last week. Louis was known for the beautiful blue Doretti often seen at TR concourses.

His was the third car I discovered in Australia, car 1273 originally owned by Jack Davey (only the oldies will remember who that was). Now I know of nine Dorettis registered in Australia. Louis and his wife Jesse were a wonderful couple and good friends to me. Jesse unfortunately passed away a year ago.

One day coming home from a concourse near Mittagong, my car just stopped due to a faulty coil. I rang Louis at home in Goulburn to ask him if he had a spare. He immediately took the coil off his own car and drove 45 km to save the day. That is the kind of guy he was.

His son Alex assures me the car will remain in the family.

Paul McEwen



# VICE PRESIDENT'S *Report*

Ian  
Cuss



Greetings members

Stanthorpe Concours has been run and won. I would like to thank the Queensland committee under the guidance of Paul Bingham for a terrific event. I would especially like to thank those behind the scenes organisers especially Rita Bingham who was constantly buzzing around.

Stanthorpe gave us great weather, lovely venues, and lots of outside activities to occupy ourselves if we were not under a bonnet somewhere. The after tour presented more enjoyable drives - lots to see and do and staying in the same accommodation for the after tour was a perfect way to relax and enjoy the area. Once again well-done Queensland.

Congratulations to all those that put the effort to travel to Stanthorpe and those who won Trophies. The event may have been down on numbers, but it was a lovely display of wonderful cars. It is great to see new members and long-time members enjoying the comradery Concours are well known for. We look forward to all those Trophy recipients re-entering for next year's Concours in Canberra which will again be a great event to catchup with old friends, and meet new ones.

On the Triumph front for myself - not much has been happening since returning from Stanthorpe. I had a few days at home then into hospital for a complete knee replacement. So far, it's going well. I have been receiving some hard-to-get parts, ie steering geometry arms etc from Revington's and the TR Shop. The shipping is the killer, but it is what it is.

I have spoken to some members regarding Revington removing themselves from spare parts. An email came through stating they are in negotiations with another company that most likely will continue with the manufacturing and sales of parts. [Ed: See details p. 27]

The TR Shop is producing a 15.5 diameter reproduction of the original Sidescreen steering wheel. I received one the other day and it looks fabulous so if rack and pinion is your next move and wish to keep a period steering wheel then these are the ticket. A lot more expensive than an aftermarket one at about \$900 plus shipping. They also have a nylon block which fits at the bottom of your split steering shaft enabling keeping the original centre horn and indicators.

Look for an email from me regarding the next National Zoom Forum. Due to hospital and moving committee meeting dates the one I proposed for September had to be cancelled.

That's it for now. Never to Far In a TR (to quote Paul Bingham). Safe motoring.

Ian Cuss

**TR Register | Vice President**





# MEMBERSHIP *Report*

Andrew  
Pitchford



Since early June 2023 there has pleasingly been a deluge of membership renewals and, as highlighted below, a number of new members joining. It should be noted however there are still 80 members from 2022 who haven't yet paid their membership renewal fees for 2023.

## Membership Renewal

Details for payment were included in the last edition of *Sidescreen*.

Direct debit banking details are: **BSB 032-087**  
**Account #152432**

## Send renewals, changes or queries to:

Email: [membership@tr-register.com.au](mailto:membership@tr-register.com.au)

## Or alternatively

TR Register Australia  
12A Stanhope Street  
Mont Albert VIC 3127

## New members

Seven new Members and Associates have joined in the period since the last magazine:

State	Member	Location	Vehicle
NSW	Peter Northey	Batehaven	TR3A - Previously owned by father Denis Northey
NSW	Jenny Molesworth	Bundanoon	TR3 - With husband Peter
NSW	Cara Pacitti	Vincentia	TR3A - being restored with father Richard Pacitti
NSW	Ken Truong	Lindfield	TR3 - previously owned by John Johnson
QLD	Colin Hook	Mermaid Beach	TR3
QLD	Susan McLeish (Assoc)	Victoria Point	TR3A with husband Ian
VIC	Terry Wallis	Roseanna	TR2 - Purchased in 1970s



# HISTORY OF TRIUMPH

*In Neville's articles in previous issues of Sidescreen, he covered the growth of both Triumph and Standard up to World War Two. This article covers the period from 1940 to 1953 when the TR2 was released.*

The war was a technological revolution in many ways. Auto development had taken a leap forward as had the production of vehicles. The challenge for all the car manufacturers was to make the transition. The vehicles of the late 1930s had been superseded. Factories had been bombed and revolutionised in the way they operated. Materials were in short supply. Sir John Black had some major decisions to make if Standard was to survive.

## Post-war strategy

The end of the war in 1945 brought several new strategies. Standard decided to add another brand to the stable and bought the Triumph Motor Company Ltd. It became a fully owned subsidiary of the Standard Motor Company known as "Triumph Motor Company (1945) Limited".

The purchase of Triumph was triggered by Sir John Black who had a falling out with William Lyons of Swallow/SS/Jaguar. Black decided that since Jaguar was planning to build sports cars independently of Standard, Standard would be a competitor under the Triumph brand. Triumph had a reputation for high-end sporting cars before the war, and he wanted to trade on the brand.



Photo source: Wikipedia Common  
[https://commons.wikimedia.org/wiki/File:Ferguson\\_TE20\\_2006.jpg](https://commons.wikimedia.org/wiki/File:Ferguson_TE20_2006.jpg)

## Ferguson Tractors

Standard had also done a deal to produce Ferguson Tractors in 1946. Harry Ferguson had developed and patented a three-point linkage for tractors which made him the world leader in tractor technology. The three-point linkage is a standardised system to attach implements to tractors. They comprise three movable arms assembled in a triangle or 'A' formation and are controlled by the hydraulic system allowing lifting, lowering, and tilting. Now not only Ferguson but other manufacturers could make all sorts of accessories such as ploughs, hole diggers, lifters, bale makers, etc.

For a time, Ferguson worked with Ford utilising the Fordson tractor, but negotiations broke down around the end of the war. Harry Ferguson was looking for another company to manufacture the TE20 tractors. That is where Standard came in. Between the deal being done in 1946, and the end of 1947, over 20,000 had been produced. They were powered by a special wet-sleeve engine designed by Standard Triumph. The tractor motor which evolved was used to power the Vanguard and later the TRs.

## Triumph Brand

It was in 1946 the plans for Triumph were announced. The pre-war models were not to be revived. Three new models were to be introduced.

- 1800 Triumph Roadster
- 1800 Town and Country later renamed as the Triumph Renown
- Triumph Mayflower

Due to the lack of steel, all utilised aluminium which was left over from aircraft production. The Roadster had a tubular steel frame and aluminium body except for the front guards. The aluminium panels were supported by ash frames.

## 1800 Roadster

The 1800 Roadster was released at the 1946 London Motor Show. It was powered by a 1,760 cc four-cylinder engine which evolved from the side valve engine powering pre-war Standard 12 and 14. Standard had developed this overhead valve engine and was selling it to Jaguar, and it found its way into the 1800. It developed 65 hp and had a four-speed gear-box (no synchro on first). Gearshift was on the column.

The suspension was transverse leaf at the front and semi-elliptical springs at the rear. The brakes were 10-inch hydraulic brakes all round. Doors were "suicide" doors hinged at the back. The front was a bench seat that could seat three at a pinch. There was also a fold-out dicky seat to take another two. Horror of horrors it had roll-up windows.

The car was considered pretty and enjoyable but hardly racetrack material. The gearbox was vague, and the performance was adequate but not exciting. The engine had many reliability issues. Blown head gaskets, worn cam followers, holed pistons and worn bearings were not uncommon.



Photo source: Wikipedia

[https://en.wikipedia.org/wiki/Triumph\\_Renown#/media/File:Triumph\\_Renown\\_first\\_registered\\_April\\_1954.jpg](https://en.wikipedia.org/wiki/Triumph_Renown#/media/File:Triumph_Renown_first_registered_April_1954.jpg)



The picture shows the dicky seat with its own windscreen. Someone said it required the combined talents of an acrobat and a gymnast to get into it.

Photo source: Altena Classic & Rally Service  
<https://www.classicargarage.com/garages/altena/sold/triump-1800-roadster-18tr-1947>

## Triumph 2000 Roadster

The 1800 was not a big seller which would have disappointed Black, but he was buoyed by the success of the Standard Vanguard

released in 1947. The engine, derived from the motor developed for the Ferguson Tractor, was particularly well accepted so it replaced the 1800 engine in the Roadster. In late 1948 the 2000 Roadster was released, and it also included the Vanguard three-speed all-synchro gearbox.

The 1800 sold 2,500 over three years of production and the 2000 sold 2,000 in the first year. It was a big improvement and sold accordingly. Unfortunately, it was only sold for a year. Triumph tried to buy Morgan and also looked at another sports model called the TRX.



Photo source: Car Styling

[https://www.carstyling.ru/en/car/1950\\_triump\\_trx/](https://www.carstyling.ru/en/car/1950_triump_trx/)

## Triumph TRX

The TRX was built as a prototype for the London Motor Show in 1950. The car had the nickname "Silver Bullet". Three prototypes were built. Two are still in existence and one was lost in a fire. It used the 2-litre engine from the Vanguard with twin carburettors.

The car featured concealed headlights, hydraulically operated bench seat adjustment and hydraulics for raising the hood and operating the in-built jacks. One unusual feature was the bonnet which opened to either side.



# HISTORY OF TRIUMPH

## Triumph TRX (contd)

It was mounted on the Vanguard chassis which had been slightly lengthened.

One interesting feature of the interior was the steering wheel. It managed to survive for another few years and turned up on the TR range.

The car never went into production. It was considered too heavy and too slow. The TRX had taken three years to design, and the shape was considered dated by some.

The designer Walter Belgrove was given the task of making a more basic and practical sports car which of course was the TR.

Photo (right) source: Car Styling

[https://www.carstyling.ru/en/car/1950\\_triumph\\_trx/](https://www.carstyling.ru/en/car/1950_triumph_trx/)



## Triumph Town and Country - 1800

There were three versions of the sedan. The 1800, 2000 and Renown. The design was part of the "razor-edge" design that had started to appear in cars during the late '30s. The concept was driven by Sir John Black and bore a strong resemblance to the Bentleys of the period. Construction was aluminium over a wooden frame. The availability of war surplus aluminium was to dry up in the decade after the war and that may have contributed to the demise of the car.

A total of 4000 of the 1800 were produced. They were based on the Roadster chassis which was slightly lengthened. The 1800 included leather seats and a wooden dashboard with Wilton carpet so quite luxurious for the time.

## Triumph Town and Country - 2000

The next model, the 2000, used the motor from the Standard Vanguard which had evolved from the Ferguson Tractor and of course, became the TR motor. It was released in 1949. The motor breathed through a single Solex carburettor. The rest of the car was largely unchanged. The 2000 was only in production for a year.

## Triumph Renown

The Renown was produced from 1949-1952. Essentially a rebadged 2000 it had independent coil springs at the front and a pressed-steel chassis based on the Vanguard. The Renown had a three-speed gearbox with optional overdrive.

In 1951 a longer-wheelbase limousine was produced with a glass partition between the driver and the back seat. Only 100 were made and very few survived.

In 1952 the Renown Mk 2 TDC was released. It was based on the limo. 2800 were produced but only 150 remain worldwide.



Photo source: Wikipedia

[https://en.wikipedia.org/wiki/Triumph\\_Renown#/media/File:Triumph\\_Renown\\_first\\_registered\\_April\\_1954.jpg](https://en.wikipedia.org/wiki/Triumph_Renown#/media/File:Triumph_Renown_first_registered_April_1954.jpg)

## Triumph Mayflower

The Mayflower could best be described as an attempt at a small luxury car. Styling was not unlike the Renown with the “razor-edge” approach to design. The Mayflower however was the first unitary body construction by Standard Triumph. The engine was a 1247 cc unit developing 38 bhp derived from the pre-war Standard 10, and a 3-speed all-synchro gearbox from the Vanguard. The Mayflower was manufactured from 1949 to 1953. 35,000 units were produced.

Acceptance was lukewarm. It was competing with the cheaper Morris Minor. The US export market was tried but the Mayflower was 80% more expensive than the Ford Anglia and even more expensive than a basic two-door Chevy.

There was an interesting variation in Australia where 150 drophead coupe utilities were built. Mayflowers were imported as CKDs (Knock down kits) and the back section replaced by a local firm. The modifications included a wooden floor and side panels.



Photo source: The Triumph Sports Six Club  
[https://www.tssc.org.uk/tssc/cars\\_final.asp?model\\_ID=14](https://www.tssc.org.uk/tssc/cars_final.asp?model_ID=14)



Photo source: Neil Skulander  
<https://www.pinterest.co.uk/pin/449867450264016864/>

## Sir John Black

The influence of John Black cannot be underestimated. He was a flamboyant businessman who started in Hillman after marrying the owner's daughter - Margaret Verena (Daisy) Hillman (1887–1978). He had the reputation as a playboy and lived up to it. His wife left him, and he remarried in 1945 to Alicia Joan Pears (1912–2002), daughter of James Henry Linton, a bishop in Persia.

His ongoing support/competition with William Lyons led to the establishment of Jaguar as a major competitor. The pending launch of the Jaguar XK 120 in 1948 drove him to buy the Triumph marque and launch the Triumph Roadster. He commenced development on the TR2 although he left before it came to fruition.

Post World War Two he made several decisions that led to his being squeezed out of the company. He had been anti-union before the war but after the war switched direction. He paid higher wages than his competitors in Coventry and passed much of the control to shop stewards. The result was a significant cost increase in production. Profits were down to almost zero in 1952.

Black found it hard to accept the role of supplier or contractor to Ferguson despite the fact Ferguson was keeping the company going financially. He tried to gain control of Ferguson Tractors and demanded a 50% stake. The friction drove Harry Ferguson to a merger between Ferguson and Massey-Harris, the Canadian company. Black was shocked that Harry Ferguson had walked away from their business arrangement.

Another point of friction was when Black let Fisher and Ludlow, his company's main body suppliers, fall into the hands of the British Motor Corporation.

# HISTORY OF TRIUMPH

Black crashed a Swallow Doretti prototype in 1953 and sustained some injuries. At the time he was trying to get rid of the chief designer Edward Grinham who had come from Humber in the 30s as chief engineer. Grinham was well respected by the board. The board used it as an excuse to get rid of Black and he was forced to resign.



**Triumph Supercharged, Straight Eight Dolomite—1934**

Photo source: Pre-1940 Triumph Motor Club

[https://www.pre-1940triumphmotorclub.org/register-2/dolomite-straight-8/?doing\\_wp\\_cron=1687409865.4666810035705566406250](https://www.pre-1940triumphmotorclub.org/register-2/dolomite-straight-8/?doing_wp_cron=1687409865.4666810035705566406250)

## Conclusion

From a bike importer in 1885, Triumph and Standard grew into a significant British car company. There was always support for sports cars and these two companies were responsible for launching companies like Jensen, Jaguar and Austin Healey.

The yet-to-come TRs were probably the pinnacle of their success in the sports car arena, but they always built beautiful looking cars from the Southern Cross and Gloria of the 1930s to the Roadster of the 40s and 50s.

So, what would you choose if you could pick a car from either

Standard or Triumph up to 1953? For me the answer is easy. The straight-eight Dolomite designed by Donald Healey would be my pick. It may never have gone into production as a straight-eight but what a wonderful car it must have been to drive.

## TR LUCAS BRAKE LIGHT *Switch*

Russell  
Holliday

If you, like me, have owned your TR for a good while, the Brake Light Switch has failed. The Register carries replacements T624 for later 3s and 3As at \$10.03 - which is fantastic.

For those unfamiliar with where the switch is located, they are on the driver's side chassis behind the right-hand wheel, in the multi way hydraulic connector. The biggest problem with changing the switch is having to bleed the brakes as replacement opens the hydraulic system.

What happens when you are out touring if the switch fails and no brake lights? Dangerous and illegal. In the Brake and Clutch pedal box in the engine compartment, there are two holes in front of each pedal. These should have adjustable bolts with lock nuts to ensure when at rest, the pedal is not weighted against the circlip in the master cylinders.

Some people have removed the brake bolt and installed permanently, electronic brake switches to operate their brake lights. When away from home, as a stop-gap measure, quite simply remove the bolt and install the switch. Disconnect the dual cable from the original hydraulic brake switch and connect to the new brake switch's spade connectors, then adjust the switch to operate when the pedal is pressed.

The hole in the pedal box needs to be 12mm for most switches. These brake switches won't take up much space in your tool kit but are very handy. Examples are Tridon Stop Light Switch TBS072 or Hella Stop Light Switch 4570.



# MEETING MORE *Members*

Meet Peter Standen - long-time member and newly appointed Victorian State Coordinator.



## *How did you get introduced to Sidescreen Triumphs?*

It was by default. I was after a sports car, having got to the stage where I considered I had enough time and money - even though we had a two-year old and Marg was pregnant again. We had considered MGs, Spitfires and some other miscellaneous cars, when I saw a TR3A. It was in bits for sale at a price we could afford, due to the owner getting married. So - I bought it!

After picking the car up from three separate places and getting it home I commenced the restoration in late 1982, taking a couple of years to complete it. Parts supply was from the Register, wreckers, and Cox and Buckles (from memory they had an agency in Brisbane). Restoration took about two years, including me painting the car with an old Electrolux vacuum cleaner gun.

The car was used for family drives and picnics with Marg and the two kids (until the kids couldn't fit in the back any more), and for fanging around the myriad of great sports car roads around Bendigo. My first in-person contact with Register members was the 1989 Concours in Shepparton, although I had spoken to a few on the phone regarding parts and advice.

## *What is appealing about old cars?*

You can fix them yourself. The technology is simple, and can be worked on with, generally, simple tools in your own garage. The driving, for us older people, is what we remember from our youth and can be more involving than modern cars that drive themselves. Joining a club and mixing with people who share a common interest is also good for you.

## *What's your advice to a young person about owning a Triumph?*

Join a club. The Register is good for sidescreen and other early TRs, but any of the Triumph clubs will have people who can advise you on the pros and cons of various models. They are also a source of knowledge on how to maintain and repair your car.

## *What is your ideal Triumph outing?*

A drive on some interesting roads in Spring or Autumn, preferably with like minded people. A trip somewhere for lunch or coffee with a group is also high on the list.

## *What is the single-most important thing about owning a Sidescreen?*

Having fun. Also having some mechanical knowledge and a mobile phone.



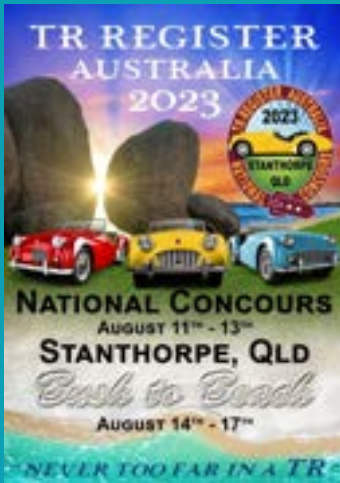
## SAVE THE DATE

**Concours 2024 - Canberra  
1- 6 November 2024**

## WANTED

**Member Henry Burke is looking  
to buy a driveable TR that is  
suitable for a rolling renovation.  
Contact Henry on  
0408 779 588**

# NATIONAL CONCOURS



Thanking all the members who helped to make the 2023 TR Register National Concours in Stanthorpe Queensland such a great event. And thanks for those on the After Tour drive to Ballina NSW with days TRipping around the area. You know who you are - thanks again.

As we know Australia is a very large Continent and for members to TRavell great distances to get ready for a TRip can be quite a challenge and difficult to accomplish.

But it's not the event itself - it's the journey to and from. If you can get together with other members for the journey it makes it such a great time to catch up and enjoy the company and places and have the time in your life owning a TR!



We had 90 people at Stanthorpe most days and 50 people at Ballina most days A special thanks to my wife Rita - I could not have done it with out her. Also I would like to thank the TR Register Australia and Committee for the part they play in making this National Concours event for the TRs to happen in a different state each year.

Never too far in a TR

Paul Bingham





# TROPHY WINNERS 2023

Award	Winner
First Place Originality, Concours Winner & Laurie Cousin Perpetual Trophy, Best TR2	David Chapman TR2 QLD
Second Place Originality, Roger Walker Perpetual trophy, Best TR3	Paul Bingham TR3 QLD
First Place Excellence in Presentation	Stan Lawrence TR2 QLD
Second Place Excellence in Presentation, Murn/Mitchell Perpetual Trophy Best TR3A	Graeme & Tom Smith TR3A QLD
First Place Road Class & Boyce Beeton Perpetual Trophy	Susie Wall TR3 NSW
Second Place Road Class	Jack Gault TR3A ACT
Third Place Road Class	Andrew Ross TR3 NSW
Competition Award & Harry Firth Perpetual Trophy	Mal Munro NSW
People's Choice Award	Susie Wall TR3 NSW
Restoration Class Rookie of the Year Award	Rowan Burns NSW
Club Member of the Year Award 2023	Kerrie Holliday NSW
Encouragement Award	Max Weston NSW
Editor's Award	Neville Turbit NSW
Travelling Triumphs Award	Keith Brown VIC
MOSS Award & Perpetual MOSS Piston Trophy	Peter Clarke QLD



First Place Originality



First Place Excellence



First Place Road Class & People's Choice Award



Competition Award



MOSS Award



Encouragement Award



Club Member of the Year Award



Travelling Triumphs Award



Restoration Award



# NATIONAL CONCOURS *Stanthorpe*





# *The Display*

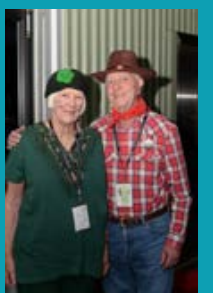
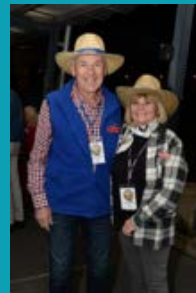
12 AUGUST 2023





# PRESENTATION DINNER

This gala occasion is a night when the efforts of classic car owners are recognised, from presentation of their vehicles in various categories. At Stanthorpe, these included *Originality*, *Excellence* and *Road* classes. At the TR Register it is also a night for dressing up, celebrating and generally having fun.



**Cenny Wagemaker**  
Best dressed man

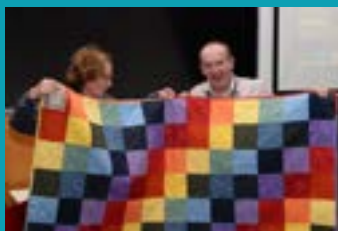


**Judi Bradford (& son Steve)**  
Best dressed woman





# Country THEME



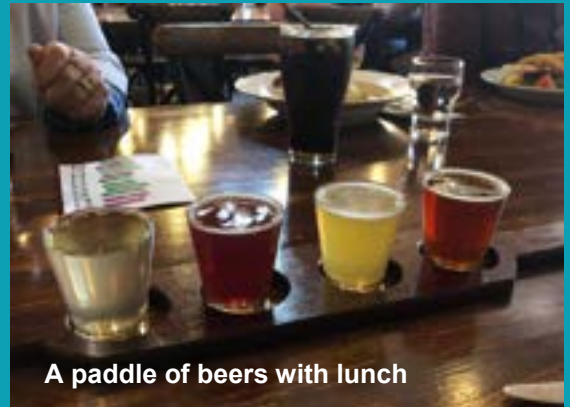


# CONCOURS - *comings & goings*

After the judging and competition was over, it was time to have some fun with friends driving about Stanthorpe and beyond.



Brewery line-up



A paddle of beers with lunch



Beer brewing insights



Sunday run



Members' Forum



Stanthorpe street art



Stanthorpe street art



These girls just wanna' have fun.  
Judi Bradford & Kerrie Holiday



Stanthorpe Post Office







Dinner in Uralla on the way home. L→R Phil & Maz Turner, Jenny & Terry Hicks, Sue McCormack, Susie and Ian Wall, Max Weston, Darryl Dobe & Cheryl Dawson, John McCormack, Russell Holliday, Jenny & Andrew Ross



Dinner in Port Macquarie on the way home. L→R Robin & Bob Adams, John & Sue McCormack, Andrew & Jenny Ross, Kerrie & Russell Holliday, Ian & Susie Wall



(Below) Russell Holliday's in Italy? No downtown Stanthorpe thanks to street art!



Early morning Narrandera





Hi Everyone

It has been very quiet through winter, but now that Spring is here we can expect more activity and use of our cars.

We had a breakfast on 16 September with 13 people in attendance.

I thought it might be appropriate to advise/update arrangements in place for the 2024 Canberra Concours event.

### **Canberra Concours - save the date!**

We have chosen to hold it from 1 to 6 November 2024 to coincide with the Melbourne Cup, similar to what we did in 2014. Accommodation will be at the

#### **Quality Hotel Dickson**

Corner of Cape and 2 Badham Street  
Dickson  
Tel 02 6247 4744

We chose this venue as it is adjacent to the Canberra Tradesman's Union Club, and 200 metres from Chinatown and the local shopping centre. It is also around 400 metres from the tram line which runs into the City Centre.

**All rooms are on hold until 30 June 2024** after which time they will release them. Phone number is 02 6247 4744.

They have locked in the room rate at \$199 per night which is good value as motel rooms are traditionally in high demand at that time of year. All rooms are of a good size and have queen size beds, some rooms have a spa bath which has the shower in it which might present some difficulty for those with restricted mobility so better to get in early if you do not want one of those. When booking just make sure you mention you are with the TR Register to secure those rates.

### **Registration**

- Friday 1 November
- 2.00pm to 5.00pm.

A reception will take place on the Friday evening to provide an opportunity to catch up with old friends. Dinner will be at your leisure at one of the many restaurants in the area or at the Tradies Club.

### **Judging of Cars**

- Saturday 2 November
- Car park behind Questacon  
National Science & Technology Centre
- King Edward Terrace, Parkes

This location is adjacent to the:

- National Library
- National Portrait Gallery, the National Gallery and
- Museum of Australian Democracy in Old Parliament House.

All of these places are within easy walking distance and entry is free. They all have their own café.

The judging area is also about 100 metres from the Little Burley Markets which are held every Saturday from 9.00am to 1.30pm.

### **Presentation dinner**

The presentation dinner will be held at the Ainslie Football Club which is around 4 kilometres from our accommodation. We have organized a bus to get us there and back.

### **Sunday morning program**

Sunday morning will have the usual General Meeting followed by a farewell lunch for those leaving that day. The afternoon will be free to do what you want.

### **Monday - free day**

Monday will mostly be a free day to explore Canberra's many attractions, including, for example, The National Museum of Australia.

Other arrangements are yet to be finalised but may include an optional drive of around an hour to Historic Braidwood Village which has retained most of its original buildings from the mid nineteenth century.

### **Tuesday—Melbourne Cup lunch**

Tuesday will again be free to do as you wish, but the afternoon will include a Melbourne Cup lunch and the running of the TR Register Cup which will feature a field comprising many of our Concours attendees.

### **Wednesday - farewell lunch**

Wednesday will include a lunch to farewell everyone as they leave for home.

More details and costings will be provided in future *Sidescreen* issues as arrangement are firmed up. We hope many of you will be able to join with us and see that Canberra is more than Politicians.

### **Coming Events**

Our next breakfast gathering will be

#### **•Gryphon Café Bar**

- Barker Street
- Griffith
- Saturday 18 November at 9.00am.

Peter McEwan  
ACT Coordinator

## Stanthorpe National Meeting and Aftertour

What a wonderful National Meeting in Stanthorpe, and Aftertour in Ballina, we had mid August. The weather was perfect and as always fantastic to catch up with old friends and meet new ones. A huge congratulation goes to Paul and Rita Bingham, along with their team, for enabling this event to happen. We look forward to the next National Meeting in the ACT.



Trying to escape the oppressive heat. L→R Russell Holliday, Brian Richards, Sue McCormack and Jenny Hicks with her much welcome umbrella

## All British Day, Kings School, North Parramatta

Whilst it was certainly good to have the All British Day in Sydney return after the COVID years and soggy grounds cancellations last year, the event was marred by unseasonably oppressive heat and long waits for food, along with the lack of stalls and other festivities usually associated with the simultaneous Kings School school fete and art show.

There were fewer cars than usual, however our club was well represented in the combined TSOA and TR Register displays.

However, the day started out badly for Mal Munro. Being officially directed to his parking space, he accidentally drove over an inconspicuous metal stand and banner which had been laid down to prevent the wind from continuing to blow it over. With the ensuing unhappy crunch coming from under the vehicle, Mal's Triumph was damaged. Thank goodness for the trusted TR fraternity which were quickly on hand to ably assist with jack in tow. Hope Mal got home safely and that the damage wasn't too significant!

It was an exciting day though, for John McCormack. His signal red triumph won best outright TR2, along with best TR2/3 in the TSOA Concours held on the day.



Register cars on display



Attending to Mal's car



The offending sign

## Runs in October and November

**Saturday**  
**14 October**  
**5.30pm**

### Twilight Dinner Run, Moonee Mooney

- Mooney Mooney Club, 5 Kowan Rd Mooney Mooney  
Previously known as the Mooney Mooney Workers' Club
- Dinner with a review view on the balcony
- Contact Andrew to confirm your attendance as table reservations are needed by the venue

# NSW Events

## Runs in October and November

**19-21 November**

### **South Coast Run**

- Sunday and Monday nights staying at Park Ridge Retreat Gerringong
- Book directly yourself:
  - **Park Ridge Retreat 02 4234 1000**
  - To secure discounted rate in a king room for \$378.10 use TR Car Club as reference.  
Don't delay—rooms filling fast.
  - **Mercure Gerringong Resort 02 4230 7979** (nearby) has availability if PR Retreat is fully booked
- **Sunday program**
  - Morning visit to Australian Motor Life Museum, Kembla Grange.
  - Lunch at Ramox Café at Bundanon followed by time to spend at Arthur Boyd's Studio and Homestead, along with the season exhibition at the Art Museum and works from the Bundanon collection at the Riversdale Collection Display.
  - Dinner at Gerroa Fisherman's Club
- **Monday program**
  - Visit to Shoalhaven Heads Native Botanic Gardens and a potter around in Berry and Gerroa.
  - Dinner at The Hill Bar & Kitchen in Gerringong
- **Tuesday return home**
  - Visit to Kiama and its blowhole, along with Bonaira Native Gardens
  - Contact Andrew to advise your attendance

## Coffee Mornings and Lunch in October and November

**Every Wednesday  
10am**

### **Tathra Pub, 8 Bega St, Tathra**

- Morning Tea
- Enquiries Bob Watters, Sapphire Coast Charter

**Sunday  
1 October  
8am**

### **AutoBrunch St Ives Showground, 450 Mona Vale Rd, St Ives**

- Cars and Coffee
- Enquiries [nsscc.com.au](http://nsscc.com.au) or Andrew Ross  
[Andrew@tr-register.com.au](mailto:Andrew@tr-register.com.au)

**Wednesday  
4 October  
10am**

### **Pie in the Sky. 1296 Pacific Highway, Cowan**

- Morning Tea
- Enquiries Andrew Ross

**Wednesday  
18 October 12  
noon**

### **Menangle Country Club, 170 Menangle Rd, Menangle Park**

- **Lunch**
- Enquiries and bookings to Jenny [hicksjenny50@gmail.com](mailto:hicksjenny50@gmail.com)



## Coffee Mornings & Lunch in October & November

### Wednesday 1 November 10am **Pie in the Sky. 1296 Pacific Highway, Cowan**

- Morning Tea
- Enquiries Andrew Ross

### Sunday 5 November 8am **AutoBrunch St Ives Showground, 450 Mona Vale Rd, St Ives**

- Cars and Coffee
- Enquiries [nsscc.com.au](http://nsscc.com.au) or Andrew Ross  
[Andrew@tr-register.com.au](mailto:Andrew@tr-register.com.au)

### Wednesday 15 November 10am **Moses Barnes, 89 Argyle Street, Picton**

- Morning Tea
- Enquiries and bookings to Jenny Hicks

## Upcoming Events

### Sunday 10 December **Xmas End of Year Celebration Lunch**

- Lunch on the terrace overlooking the river
- Nepean Rowing Club  
32 Neale Drive  
Penrith
- Details of the morning run TBA> Please contact Kerrie  
[kerrieholliday@hotmail.com](mailto:kerrieholliday@hotmail.com) to book your attendance, as numbers are required to secure the lunch booking.

## INFORMATION FOR MEMBERS

Dear RevingtonTR Community

Since our last communication in July, notifying major changes to RevingtonTR, there have been developments we thought we should share.

The announcement of RevingtonTR's decision to wind down the Parts Department, plus, Neil and Sue's decision to move to semi retirement, has resulted in enquiries to purchase RevingtonTR's Parts business plus the Engineering Intellectual Property from a number of interested parties.

Due to this fast moving situation it has been decided to now formally invite bids for the Parts business and Brand, together with the separate entity, Engineering Intellectual Property, as a package or as individual segments of the company.

We request interested parties to make contact before the end of September 2023.

This is a very exciting development, turning the gradual closing of the Parts business into its continuing existence under new ownership.

This opens up the prospect of the unique RevingtonTR specialist components and upgrade kits, developed over 40 years, continuing to be available to the global TR community; helping to ensure that these iconic sports cars continue to thrive Worldwide for generations to come.

As a result of these developments we kindly ask for your continued patience and understanding as we navigate this fast moving landscape. Rest assured, our team here is fully committed to maintaining the highest standards of customer service and delivering the products and expertise you rely on.

As mentioned in our previous communication, the thriving Workshop operations will continue to operate as normal into the future.

Regarding the sale of RevingtonTR's Parts business plus the Engineering Intellectual Property, interested parties, should contact Neil.

With sincere appreciation,

Neil and Sue Revington

Email : [neil@revingtontr.com](mailto:neil@revingtontr.com)  
Office telephone: +44 (0) 1823 698 437  
Direct line: +44 (0) 1823 699 110  
Mobile: +44 (0) 7702 893 083

# Queensland Report

Since the concours the Queensland crew have celebrated 100 years of Triumph, The All British Day and the Toowoomba Flower Festival.



100 years of Triumph was celebrated with the TSOAQ at the Gold Coast Auto Museum with is located at 107 Kriedeman Rd, Upper Coomera (Gold Coast hinterland). Around 30 cars were on display and it gained plenty of attention and interest from the people who were visiting the museum.

Lunch was at the Stanley's Barn Restaurant which is attached to the museum. Next time you are at the Gold Coast, it's worth the visit.

Eight sidescreens attended the All British Day held at Tennyson (Brisbane) as part of the Triumph display. In total around 40 Triumphs were on display.



The report on the Toowoomba run will be in the next issue.



## Upcoming Events

**Sunday  
1 October  
9am**

### Gold Coast Run

- Gold Coast monthly mystery run organised by Paul and Rita Bingham
- Meet at Arthur Earle Park, next to the Nerang River
- Those lost or late can contact Paul on 0419 740 717

**29 October  
9am**

### Jindalee to Walloon

- Coffee & catch-up at Piggy Back Café, 86 Curragundi Road, Jindalee
- 9.30am sharp - Leave Jindalee
- Stopping at Jolly's Lookout
- Over Mt Glorious, down to Lowood then arriving at Walloon
- 12.30 lunch at Phat Boyz Smokehouse and Kitchen 7001 Parkland Drive Walloon
- Drive time is just over 2 hours, 123 km

**Sunday  
5 November**

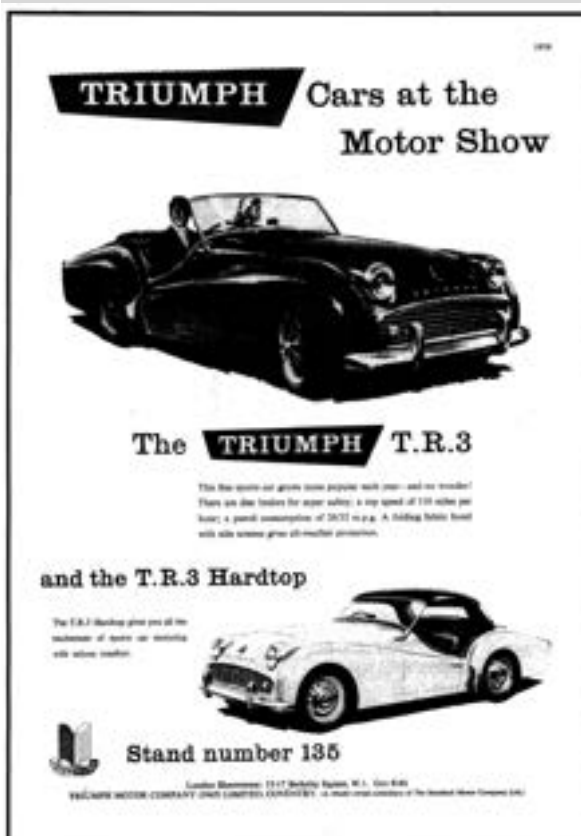
### Gold Coast Run

- Gold Coast monthly mystery run organised by Paul and Rita Bingham
- Meet at Arthur Earle Park, next to the Nerang River
- Those lost or late can contact Paul on 0419 740 717

**Sunday  
26 November**

### Christmas Party

- Details to follow



Vintage poster of 1958 Motorshow sent in by Paul Watson.

## Request from member

Does anyone have a Revington roll bar (the type that bolts to the wheel guards, as pictured)?



Rowan Burns is interested if anyone might be willing to remove it and make something similar.

If so, please touch base with him on

- 0467 077 358 or
- [rowtheboat2@hotmail.com](mailto:rowtheboat2@hotmail.com)



# TASMANIA *Report*

Over the past couple of months it has been difficult to get everyone together with a combination of health issues and members leaving the state for warmer weather.

## **Driving to the Concours in the Stag**

David and I went North to the concourse in the Stag. A trip that wasn't without some drama. We left on the Sunday night, there being no Monday sailing that week, and disembarked at 7am. We had a brief detour to pick up Celica parts at St Leonards and drop them off at Strathmore where we had a cup of tea with Hugh's mother in law Margorie. After that we went to Narrandera for the night. Here we caught up to the Victorian contingent of Keith and Judy Brown in the TR3, Peter Standen in the TR4, Ian and Tracy Cuss with Frank and Ann Cleary. Both the latter couples in uninteresting (to TR enthusiasts) vehicles.

The TR3 led us up the road to Coonabarabran for the next night. Here we held some interesting discussions on Concourse judging and categories. I like the Kiwi idea of a "Pride of Ownership" award, where the owner describes what he or she has done with the car and what has been to it since the last concours. However, personally I would still like the road class to specifically score improvements that make the car more driveable.

## **Some car dramas**

The next day the stag played up ,blowing smoke over those travelling behind! However, it was not coming from the left-hand exhaust side. For those who do not know the anatomy of a stag; on the right side of the motor and under the headers out of sight lies

- external oil pump
- oil gauge connector
- oil transfer plate
- oil filter housing plus spin on filter and adaptor.

One of these was leaking badly, spraying oil over the engine bay and exhaust. One and a half litres later we arrived in Stanthorpe, fortunately a day early.

Following a tour of the town's mechanics, the next day I found a wrecking yard with a hoist. Every bolt was tightened but it made no difference. In desperation more oil was purchased together with a bottle of Rislone Oil Sealer.

Short story - the Rislone worked, and we used less than a litre of oil on the next 2500km. I'm yet to find the culprit but David Clark was able to supply all the relevant seals but not installed to date.





We were very pleased we made the effort to come to Stanthorpe and stay connected to the TR Family .I don't think much was lost with the smaller numbers and it was well organised as we have now come to expect. The organisers did an awesome job, especially they did it three times. So many thanks to Paul and Rita Bingham and the team.

While in Queensland we were able to catch up with David's school mate at Byron Bay Chocolates for a tour and some tasting - *delicious!*

### The road home

We did our own thing on the way home stopping at Manly Vale to see Hugh's daughter Natalie and her new Tattoo Studio. Then on to stay with Mal Munro, at Yerringbool. While there we checked out Mal's collection of cars and the Register's Second Parts containers. While there Frank arrived to avail himself of a few parts. If you haven't been there it is worth the trip. Impressive moulds to make both TR 2 and TR3A aprons, a good range of guards, and if you are a TR owner still using a locked differential, then you are in luck.

Thanks go to Mal for his hospitality.

The rest of the trip was uneventful We are pleased we took the stag- at least it was a Triumph - a very comfortable drive with more room for luggage.

We were blessed with the weather, with hardly a cloud in the sky most of the time.

Apart from the oil leak, the stag went very well, averaging 29.6 mpg or 9.55 L per 100km if you are metric. Total distance covered 4510 km.

### Members

Over the past few years the Tasmanian Branch has lost a member from the north of the state and gained two in the south. A decision was made for the available northern members to travel south. We have an arranged tour of the Channel area and Huon Valley based in the Kermadie Hotel at Port Huon. This will happen in the first week of October.

Now that the weather is warming, we intend having more runs to report on next issue.

### Upcoming Events

<b>2-5 October</b>	<b>TR Tour Channel &amp; Huon Valley</b> <ul style="list-style-type: none"> <li>Kermadie Hotel, Port Huon</li> </ul>
<b>Sunday 15 October 9.30am-1.30pm</b>	<b>Predominantly British Car Show, Triabunna</b> <ul style="list-style-type: none"> <li>Annual Classic Car Show - British and non-British Classics warmly welcome</li> </ul>
<b>Fri - Sun 3-5 November</b>	<b>Baskerville Historics</b> <ul style="list-style-type: none"> <li>473 Baskerville Road, Old Beach</li> </ul>



### Back cover photos:

Top: First place Road Class & People's Choice Award, Pearl TR3 owned by Susie Wall

Bottom: First place Excellence in Presentation Class, TR2 owned by Stan Lawrence *Photos supplied by owners.*



