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# Sidescreeen

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**JOURNAL  
OF THE  
TR REGISTER  
AUSTRALIA**

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# TR-REGISTER AUSTRALIA COMMITTEE 2023/24

TR Register Australia Inc ABN: 95675396315

President	<b>John McCormack</b> (Sue) NSW	Mob 0413 312 134	<a href="mailto:huon_24@bigpond.com">huon_24@bigpond.com</a>
Vice President	<b>Ian Cuss</b> (Tracey) NSW	Mob 0408 388 316	<a href="mailto:cussbus@gmail.com">cussbus@gmail.com</a>
Secretary	<b>Bob Watters</b> (Cherryle) NSW	Mob 0408 502 350	<a href="mailto:bobtr3@gmail.com">bobtr3@gmail.com</a>
Treasurer	<b>Tony Xerri</b> (Lesley) VIC		<a href="mailto:anthony.p.xerri@gmail.com">anthony.p.xerri@gmail.com</a>
Webmaster	<b>Ross McLeod</b> (Mary) VIC		<a href="mailto:webmaster@tr-register.com.au">webmaster@tr-register.com.au</a>
Parts (new & second hand)	<b>Mal Munro</b> NSW	Mob 0416 031 654	<a href="mailto:malcs707@gmail.com">malcs707@gmail.com</a>
Membership	<b>Andrew Pitchford</b> VIC	Mob 0419 311 077	<a href="mailto:membership@tr-register.com">membership@tr-register.com</a>
Regalia	<b>Chris Olson</b> NSW	Mob 0403 518 220	<a href="mailto:chrisolson1951@gmail.com">chrisolson1951@gmail.com</a>
Committee	<b>David Ferguson</b> (Jenny) VIC <b>David Pearce</b> TAS <b>Steve Bradford</b> QLD <b>Colin Baldock</b> (Juanita) SA <b>Tony Knowlson</b> (Jenny) VIC	Mob 0417 463 110 Mob 0429 318 318 Mob 0405 396 874	<a href="mailto:djeferguson@bigpond.com">djeferguson@bigpond.com</a> <a href="mailto:dnjpearce@westnet.com.au">dnjpearce@westnet.com.au</a> <a href="mailto:steve@tbrmotorsport.com.au">steve@tbrmotorsport.com.au</a> <a href="mailto:colbtr2@hotmail.com">colbtr2@hotmail.com</a> <a href="mailto:knowlson@optusnet.com.au">knowlson@optusnet.com.au</a>

## **LIFE MEMBERS OF THE TR REGISTER AUSTRALIA:**

*Allan Bare, Graham Brohan, Rick Fletcher, Russell Holliday, Bruce Hoskins, Tony Knowlson, Alan Mitchell, Mal Munro, John Murn, David Pearce, John Pike, Gavin Rea, Brian Richards, Bob Slender, Bob Watters, Graeme White*

## **State Coordinators**

<b>ACT</b>	<b>Peter Mc Ewan</b> (Gayle)	Mob 0419 998 556 <a href="mailto:macsdunlop@yahoo.com.au">macsdunlop@yahoo.com.au</a>
<b>NSW</b>	<b>Andrew Ross</b> (Jenny)	Mob 0412 274 635 <a href="mailto:andrew@tr-register.com.au">andrew@tr-register.com.au</a>
<b>QLD</b>	<b>Sue McLeish</b> (Ian)	Mob 0407 723 116 <a href="mailto:Sue_mcleish@iinet.on.net">Sue_mcleish@iinet.on.net</a>
<b>SA</b>	<b>Geoff Bills</b>	Mob 0408 398 800 <a href="mailto:gbills@internode.on.net">gbills@internode.on.net</a>
<b>TAS</b>	<b>Hugh Maslin</b> (Jude)	Mob 0408 929 936 <a href="mailto:maslinhj@gmail.com">maslinhj@gmail.com</a>
<b>VIC</b>	<b>David Ferguson</b> (Jenny)	(03) 5987 3929 Mob 0417 463 110 <a href="mailto:djeferguson@bigpond.com">djeferguson@bigpond.com</a>
<b>WA</b>	<b>Chris Keay</b>	Mob 0417 955 924

**Sidescreen editor** Mary Bird [editor@tr-register.com.au](mailto:editor@tr-register.com.au)

**Web Site:** [www.tr-register.com.au](http://www.tr-register.com.au)

Front cover: Southern Downs region sunset, captured by Sue Wilson near Warwick, just 60km from Stanthorpe and this year's national Concours Bush to Beach

Back cover: Queensland TRs: Bill Tottey's TR3A at Lightning Ridge (photo Bill Tottey), David Chapman's TR2 at Mt Gravatt Lookout, Line up at Bargara Beach (photos Judy Parker) Bradford's TR3A, Bingham's TR3, Clarke's TR3A, Parker's TR3A.



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## *From the editor*

Hi Everyone

Hope you are staying warm and dry in these wintry climes. The weather in the Alps has been very changeable not only with snowfalls but other forms of precipitation and wind.

It seems many southern dwellers have had TR outings curtailed due to weather less conducive to drives and sorties.

Not so in sunny Queensland where it is beautiful one day, perfect the next? Or something like that - Paul Bingham would have you believe as the countdown to Concours gets closer to single figures.

Don't miss Neville Turbit's second piece on Triumph history. The third will be in the next issue. His first piece is also going to be in the TSOA Vic magazine.

Are you our next club secretary? Read the position description on page 7 and think about it - seriously!

There are member profiles and the usual activity reports in this edition. If you are going to Stanthorpe, it would be great to have your stories and impressions of Concours activities. We are unable to be there, so I am relying on you to be my on the ground sources for the next *Sidescreen!* Meanwhile - TRavel safely.

Regards

*Mary*



& Scout



**Attention Stanthorpe Concours entrants**

**TRAVELLING TRIUMPHS TROPHY**

**Read about changes on page 7**

# PRESIDENT'S *message*

I don't have a lot to report on since the AGM last month. The July Committee meeting was very productive and you will have seen the Minutes already so I won't repeat them here.

## **Award nominations**

The Committee has received a number of nominations for the Club Member of the Year and the MOSS awards to be presented at Stanthorpe. This is a pleasing development; the Committee doesn't often receive nominations so having unsolicited nominations coming in from members is great.



## **New committee members needed**

As has already been well advertised the club needs a volunteer to take over as Secretary as soon as possible. This position is critical for the functioning of the TR Register so please have a good read of Bob Watters piece in this Sidescreen, talk to Bob and consider taking the job on. You won't regret it.

We will also need a new Treasurer and Vice President/President at the next AGM. These Executive positions are compulsory for the club to legally operate. If you have any interest whatsoever talk to the present incumbents and make a real effort to put your hand up to help run our club.

## **TR3 Recommissioned and headed to Stanthorpe**

As I don't have a lot to say this Sidescreen I want to whet the appetite of those people coming to Stanthorpe who appreciate the cars in their original form.

Attached are a couple of photos of the Australian assembled 1956 TR3 I acquired from Allan Wright last year. All things being equal, Sue and I will drive this interesting TR to Stanthorpe.

Allan bought the TR3 in 1958 from the first owner. It was almost a new car. Allan competed with the TR3 and I have records of him at Warwick Farm circuit from the late 50s into the 60s. Later in the 60s Allan took the TR to the old Castlereagh dragstrip in Sydney at which time the TR was supercharged. During his racing time Standard Triumph provided Allan with a set of rare Alfin competition brake drums which are still with the car and in excellent condition. Allan also won a few TSOA Concours with the car in the 60s.



In later years the TR3 was laid up in Allan's garage for many decades. Allan kept the maintenance up and while it was driven occasionally it rarely saw the light of day. This lay up has helped preserve the car much as it left the factory.

Last year for personal reasons, Allan decided the car needed to be moved on to someone who could bring it back to life. He rang me to see if I was interested.

After a lengthy negotiation over multiple coffees at Allan's place I acquired the TR3 with the aim of preserving it, much as Allan had owned it, while restoring it to regular use. I picked the car up in June last year.

I commenced a recommissioning process and started using the car to get to know it. The recommissioning took about six months: servicing, tuning, new tyres, driving it to club events and fixing a number of issues from its lack of use.

The major problem with the car was that the paint was literally peeling off in sheets. Back in the 60s when Allan removed the racing roundels, the original paint off came off with them. He had the car repainted with a fresh coat over the original. Unfortunately, that paint job didn't last and was a major reason the car was off the road for so long. Bump the car in the garage, and flakes of red paint ended up on the floor. It needed painting urgently and, as it wasn't the original paint, I wasn't destroying patina but fixing an unsightly car.



By chance I found a painter not too far from home who would let me dismantle and reassemble the car at my place pre and post painting. This allowed me to complete a number of jobs while it was apart: install a 6 blade engine fan, new wiring loom, inertial reel seat belts, new seals for the windscreen, doors, spare wheel cover and boot and minor upholstery repairs.

The car is incredibly original with only 50,000 miles from new. The interior is original with marvellous patina, only the floor carpets were beyond repair. The car has never had accidental body damage and when I dismantled the body it was for the first time.

The engine is still 1991cc and despite its competition history the only mechanical modifications are twin SU fuel pumps, Pertronix ignition, 9lbs off the flywheel and a 1950s VH24 brake booster. The lightened flywheel does make a significant difference in engine response and acceleration.

This car features extensively in Graeme White's tome on TRs.

I like originality. This TR3 is my sort of TR and I am honoured that Allan let me acquire the car from him. With luck it will be a regular feature at TR Register events for a long time.

Last Friday I drove it to Nowra to attend a memorial for an old Navy colleague. This was its first long drive for many decades. The drive revealed a few things not readily observed driving around town. I spent the weekend realigning the steering box, adjusting the brakes, repairing a door strap, checking fuel filters etc. It is now ready for Stanthorpe.

All the best. I hope to catch up with everybody who can make it to Stanthorpe and/or Ballina.

Drive your TR often, and safely.

Cheers

John McCormack

**President | TR Register Australia**

# SECRETARY'S *Report*

Bob  
Watters



The AGM has been held and the new committee has met for the first time. There were some changes to the committee with Russell Holliday and Greg Parker deciding not to nominate this year. Steve Bradford from Queensland has stepped into the breach to ensure that the representation from five states continues.

The President has set a challenging agenda for the forthcoming year, including the club's 50<sup>th</sup> anniversary in 2026 and to review the longer term options for the supply of new and second hand parts. The review will be conducted in partnership with BareCo and Mal Munro.

Elsewhere in the magazine is a Position Vacant ad for a new Secretary. The ad explains the functions and accountabilities of the role. However if more information is required or anyone wishes to discuss the role in confidence please call either John McCormack or me (contact details page 2).

Please consider standing for the role and joining the dynamic team that manages the club on your behalf. I have agreed to stay in the role until a volunteer comes forward but only until the end of this year.

Cherryle and I can't attend the Stanthorpe Concours. We wish all members attending a safe journey and another terrific edition of this great event.

**Bob Watters | Secretary**

# CLUB *Historian*

Bob  
Watters



Another unrecorded car has been found, this time a TR3A that has been in the same family since 1968 but was not known to the Register until now.

TS 80403 is currently being brought back to life and will be in regular use.

A birth certificate has been ordered for the car.

**Bob Watters | Historian**

## BIRTH CERTIFICATES

Need a birth certificate for your car?  
Contact Bob Watters, Secretary  
(contact details page 2).

## WANTED

Member Henry Burke is looking  
to buy a driveable TR that is  
suitable for a rolling renovation.

Contact Henry on 0408 779 588



The sign says it all. It was seen at a second hand Mercedes dealer in country NSW.

# Position Vacant

An opportunity exists for a rewarding position on the club executive as club Secretary. The Secretary role will suit someone who will bring enthusiasm to the dynamic team that manages the club on behalf of the membership.

All full and life members of the club are eligible to take on this role.

The Register Constitution describes the requirements of the role as follows:

## **Section 19: SECRETARY:**

It is the duty of the Secretary to keep note of:

- a) all appointments of office-bearers and ordinary members of the Committee,
- b) the names of members of the Committee present at a Committee meeting or an Annual General Meeting, and
- c) to prepare Agendas for all Committee meetings, Special General Meetings and the Annual General Meeting.
- d) to prepare minutes of all proceedings at Committee meetings, Special General Meetings and the Annual General Meeting. Such minutes may be in written or electronic form. Corrections to the minutes of proceedings at a meeting shall be made at the next meeting of that Committee and approved by the Committee.
- e) to deal with all Correspondence as appropriate.

## **What does this mean?**

Five times a year and at the AGM the Secretary will help the President put together the Committee meeting, draft the Agenda with the help of the entire Committee, participate in the meeting and, post the meeting, draft and send out the minutes. SGMs occur infrequently but are essentially the same as an AGM for the Secretary.

The Secretary, as a member of the Register's Executive, has a significant opportunity to influence and direct the future of the club with the President, Vice President and Treasurer.

This is a wonderful opportunity for a member to get involved, form new and close friendships and make a difference to the TR Register. It is not an onerous job, the position is supported by (and supports) the full Committee.

At the next AGM in 2024 the Committee will evolve with John McCormack moving on from the Presidency at the end of his five year term, Tony Xerri from Treasurer. It is vitally important that a new Secretary is appointed before the AGM to avoid the situation where three of the Executive are brand new in their roles.

I have agreed to stay in the role until a replacement can be found but only until the end of the year. The new Secretary can come in with fresh ideas and ways of doing business to continue taking the club into the future.

If you feel that you would like to take on this exciting opportunity please contact Bob Watters or John McCormack (contact details p2 Sidescreen) for a confidential chat about the position.

## **TRAVELLING TRIUMPHS TROPHY - Attention Stanthorpe entrants**

At the April TR Register Committee meeting it was resolved that the Travelling Triumphs Trophy created by the late Mychael Carr be repurposed and awarded annually to the member travelling the greatest distance by odometer reading to attend the Concours in a sidescreen TR. The trophy will be presented at the Saturday night dinner.

To be considered for the award members need to record their interest at the time of the Concours Registration on the Friday afternoon. There will be sheet marked Travelling Triumphs Trophy ENTRANTS and will require the following information:

Member's name	Start mileage (verified by photo (dated) or logbook entry
TR model	Stanthorpe arrival mileage
Home town & state	

# MEMBERSHIP *Report*

Andrew  
Pitchford



## Reminder - *it's membership renewal time!*

Renewal of Membership for the next financial year (2023/2024) is due now.

The good news is that it's still a bargain at \$40 for full members and \$20 for associates.

A renewal form was included with your June-July *Sidescreen*. The preferred method of payment is direct debit with your surname and membership number included. Details for this and alternative methods of payment are noted on the Membership Renewal form.

Contact [membership@tr-register.com.au](mailto:membership@tr-register.com.au) if you need this emailed to you again.

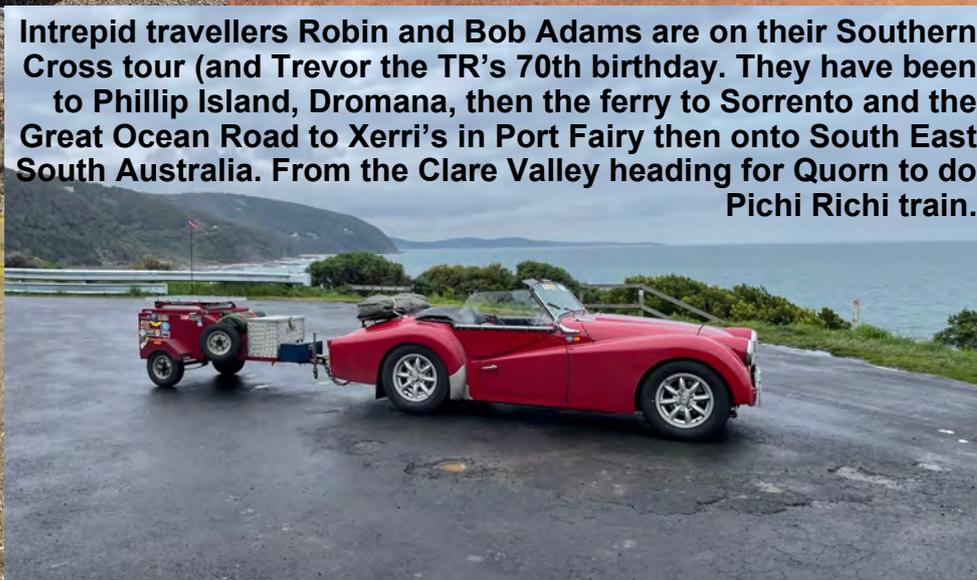
## MEMBERS *on tour*

Silo art at Wirrabara north of  
Clare, SA



They made it to the rock and ticked  
off another big thing!

**Intrepid travellers Robin and Bob Adams are on their Southern Cross tour (and Trevor the TR's 70th birthday. They have been to Phillip Island, Dromana, then the ferry to Sorrento and the Great Ocean Road to Xerri's in Port Fairy then onto South East South Australia. From the Clare Valley heading for Quorn to do Pichi Richi train.**



# MEETING MORE *members*

*New committee member Steve Bradford has had strong family connections to the club for years. After the passing of his father Rob Bradford, Steve has acquired the TR3A and joined the club. You will have a chance to meet him at the Stanthorpe Concours.*

*How did you get introduced to Sidescreen Triumphs?*

My dad, Rob Bradford, introduced me many, many years ago. He purchased the TR3A in pieces and ultimately restored/rebuilt it after retiring.

*What is appealing about old cars?*

They are fun to drive, and they can be fixed without having to connect to a computer or have an IT degree!

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

Have fun!

*What is your ideal Triumph outing?*

Probably I prefer the social run/picnic type outing. I would like to do some regular competitions though.

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

Tough question – I personally have a strong emotional connection to this car because of Rob and now mum. The fact they ran in five Targa Tas Tours in the TR is a hard act to follow and I'm trying to figure out how to continue that legacy.

*You may also be interested to know ...*

Rob was involved with the TR Register committee for a number of years, attending many concours events as far back as 2010. He gave the car to me before he passed away just over 2 years ago.

From my side, I have an on/off and on again rallying involvement from the mid 1980s in Victoria, to Tasmania late 1980s, then Queensland into the 1990s, and a couple of events in WA mid-1990s. These were generally club and state championship events, but included a few Australian Rally Championship events.

I built another car in 2010/2011 and hit the dirt in Queensland 2012. After a few years, I transitioned to Targa/tarmac rallying, competing in Targa Tas 2015 and Targa Great Barrier Reef 2018 (Cairns). Since then, I just do club level events including sprints.

Subject to where Targa ends up in the current situation, hopefully will have a run at Targa Tas, High Country and Great Barrier Reef in 2024 or 2025. I have plenty of photos across all those years if any are of interest – not TRs though ... Datsun 1600, Mitsubishi Starion, Toyota Celica GT4.

I'm currently scorer for an Inter Club Challenge here in SE Qld. The challenge member clubs are TSOAQ, Z Car Club, MG Car Club, Porsche Car Club, Lotus Car Club, BMW Car Club, Holden Sporting Car Club, Qld 86/BRZ Car Club, MX5 Car Club, MR2 Car Club, and Tesla Owners Qld. It's a wide range of event types run through the year including sprints, regularity, hill climb, motorkhana, Khanacross, autocross, consistency run, economy runs, navigations runs, and show and shine. Generally there are over 200 people who enter events and score points for the individual awards across the year (not every event!).



# MEETING MORE *members*

*With a changing of the guard in Tasmania, Hugh Maslin has stepped in to the role of state coordinator. So, it is a perfect time to get to know him a little better. For those attending the Concours, he will be there - so look out for him and say "g'day".*



Hugh in his car in 1974

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

It was 1973 and my first car - a Jaguar Mark I - was needing oil every time I filled up with petrol - so out it went. I saw a TR2 advertised, and as I had owned Triumph motorbikes I bought it not realising at the time that the two were unrelated. It was my only car for a number of years and I learned a lot keeping it on the road and racetrack. I grew very fond of the car and still own the same car today.

In the 1990s I gave it a respray but only the outside, without disassembly.

Following the Ballarat Concourse I recognised my car was not up to scratch so I programmed to repaint again. COVID-19 came along, and one thing led to another and this all resulted in the body off the chassis, bare metal respray, motor and diff being rebuilt and chassis straightened.

## *2. What is appealing about old cars?*

The beauty of old cars is you can be as one with the car feeling what is happening, and they are fixable by enthusiasts. Later cars with their ECUs, fuel injection and plastic have no soul.

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

My advice to young people owning a Triumph is to look after it and it will look after you and enjoy the sound, wind in your hair and the fun of driving it.

## *4. What is your ideal Triumph outing?*

My ideal outing is driving on Tasmania's windy roads with a group of like-minded car owners stopping for lunch at a winery (or at least a good coffee shop). Visiting fellow members' garages is a close second, because one of the best things about sidescreen ownership is the people you meet and become friends with due to mutual interest.



Hugh in his TR2 today

# VALE *Douglas Brodie*

Bill  
Revill



Doug Brodie was an amazing man. He was a great husband to Sue, and they always enjoyed each other's company. The whole family was close, and he was so proud of his children, Tania and Michelle, and grandchildren, Lachlan, Cameron and Olivia. He especially loved meeting with his grandchildren and spending time with them, always saying that he wanted to be remembered by them – a task well achieved. He touched everybody whom he met and was a friend of everyone.

Doug was a technical master in every field. He studied as a technician with the then PMG and continued his career to include on-site management positions for 2NR and Radio Australia. His amazing range of skills meant he could fix or invent anything. He loved a technical challenge - from repairing or restoring machinery and electronic equipment to developing a solar controlled door on a chook shed. He was endlessly generous with his skills and his time – he loved being the expert, helping people and seeing people smile due to his efforts. He selflessly gave his time and skills freely and would always achieve what he set out to do, his perseverance and attention to detail was a part of his persona.

This was how we met: I was thoroughly sick of my 10 year restoration of my Triumph TR3A, and then from nowhere I got a call from Doug, who had moved into the area. He asked if he could help me with the electrical wiring – what a question! We worked together for many hours, the car was finally finished, and he and Sue had by then become firm friends of myself and Danute.

He had a love affair with the Triumph marque since 1967, having owned and enjoyed three saloons, but Doug didn't

really want to get involved with small sports cars until deciding to restore a Triumph himself. His chosen dealer was offering a very forlorn "basket case" TR3A. This model Triumph brought back memories to him – he went for a ride in one as a kid around 45 years before and found it was so low and so quick in comparison to their family car, a humble Austin A30. He took possession of the TR3A wreck on Mother's Day 1994. A two and a half year full restoration followed.

In October 1996, the engine fired for the first time and he and Sue were off to the TR Register Concours in Corowa, Victoria. Over the years the "basket case" has received two seconds, two thirds and was the outright winner and Best TR3A at Armidale in 2003. It took first place and the outright concours trophy (the Laurie Cousins Trophy) for the Best TR3A at Thredbo in 2008. Doug could have entered many more concours competitions and won far more trophies if he chose, but that was not his way – he set out to gain the ultimate prize in the TR Register, achieved it, then left it for others to enjoy.

Doug loved the old Triumph and the TR Register concours, completing drives all over much of Australia in the beautiful machine – from Newcastle to Adelaide, Bendigo, Armidale and Thredbo to name a few, plus runs with his local Triumphs in the Hunter group. Doug and Sue were always popular, and Doug's TR was always immaculate. He then went on to restore a second triumph, a TR 7/8, and it too was immaculate.

Doug Brodie provides us all with an example of a life well lived. His whole life has been surrounded by loving friends and family. He spent much of his time doing things he enjoyed doing and at which he excelled. He took great satisfaction from helping others, giving happiness to people around him and to ensuring he left a legacy of wonderful memories for those who knew him.

# STANDARD - *the early days*

*The previous article - Triumph - the Early Days - covered the period 1885 when Siegfried Bettmann started Importing bicycles into Britain, up to 1940 when the Triumph car company ceased to operate after the factory was bombed. This article covers the company that was to buy Triumph after WW2.*

## Reginald Maudslay

In 1902 Reginald Walter Maudslay joined his cousin in the Maudslay Motor Works to make marine engines, but it was not a success. They developed a motor for the horseless carriages of the day using a chain drive. Reg decided the motor car was the future.

The Standard Motor Company was founded in 1903 by Reginald Maudslay. The name "Standard" was supposed to signify high standards of manufacture based on standard components. Probably not the first choice of a marketing department today.

## Standard cars

His first car was a single-cylinder model, and they turned out one every three weeks. If one cylinder worked well, why not add more? Soon there were two cylinders, three cylinders four cylinders and by 1905 they had grown to six cylinders. The piston diameter was six inches, and the stroke was three inches. They were massively over-square (bore bigger than stroke) when their competitors were mainly under-square. Also, they used shaft drive to the rear wheels rather than the usual chain drive.

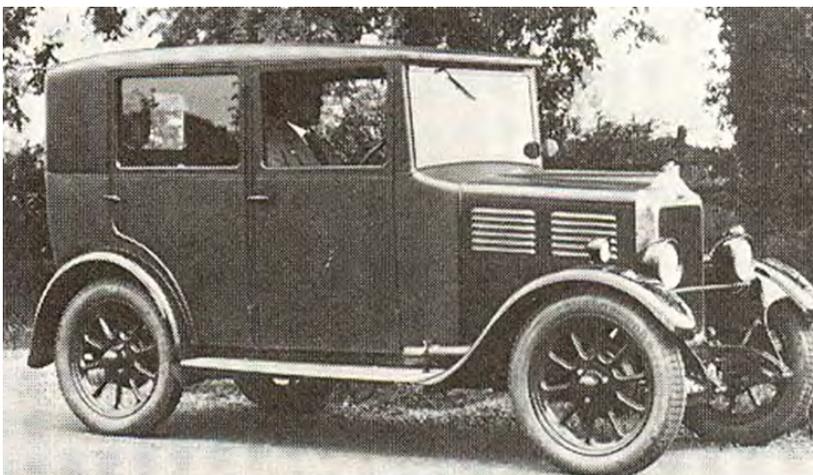
They released several models over the coming years. One was the 1913 Standard Rhyl S 9.5hp. It was about as waterproof as a TR.



1913 Standard Rhyl S 9.5hp (Photo: Peter Turvey)

Source: <https://historicvehicles.com.au/historic-car-brands/standard/>

In 1912, our friend Siegfried Bertmann who started Triumph appeared on the scene. He bought a share in Standard and joined the board. In 1914 it became a public company. This was the first of many connections between Standard and Triumph.



Standard 9 hp Fulham Saloon 1928 (Photo Wikipedia Commons)

Source: [https://commons.wikimedia.org/wiki/](https://commons.wikimedia.org/wiki/File:MHV_Standard_9_hp_Fulham_Saloon_1928_01.jpg)

[File:MHV Standard 9 hp Fulham Saloon 1928 01.jpg](https://commons.wikimedia.org/wiki/File:MHV_Standard_9_hp_Fulham_Saloon_1928_01.jpg)

## World War I

During the war Standard manufactured over 1,200 aircraft including Royal Aircraft Factory BE12 and Bristol F2-B bombers; RE8 reconnaissance aircraft and Sopwith Pup fighters. Post-war more models appeared including a fabric-bodied vehicle. Would you like that in Tartan sir?

Reg retired in 1934 and died soon after.

There were a variety of models over the period between the wars. They included such revolutionary features as a 12-volt electrical system.

February '35

*Even the  
smallest Standard  
has . . .*



*... a 12-volt  
lighting and starting set*

See that your new car has ample reserve of electric power and light — insist upon a 12-volt lighting and starting set. *Not only is it vital in these days of faster travel, it also makes starting certain without fuss or bother on the coldest day.* That's why even the smallest Standard car — the "Nine" —

is fitted with a 12-volt set — a unique feature in a car of this price class. The Standard car is regardlessly equipped with every device which makes for safety on the road. Another reason why the Standard is known to be *"the car it pays to pay a little more for."*

Write for 1935 literature to:—THE STANDARD MOTOR CO., LTD., CANLEY, COVENTRY

**Light Car PRICES**  
(ex-works)  
from £145 to £245  
Dunlop Tyres. Triples Glass  
Illustrated above, the Standard "Nineteen"



West End Showrooms  
"Standard Cars,"  
37, Davies Street,  
Grosvenor Square,  
London, W.1.

**THE CAR IT PAYS TO PAY A LITTLE MORE FOR**

**Newspaper Advertisement – 1935** (Photo Classic Car Catalogue)

Source: [https://classiccarcatalogue.com/STANDARD\\_1935.html](https://classiccarcatalogue.com/STANDARD_1935.html)

By the 1930s, several new models appeared. In 1934 they released the first of the "Flying Standards" with a more streamlined body. In 1936 they produced a side valve V8 as a competitor to the Ford V8.

# STANDARD - *the early days*



Standard Flying 12 photo Wikipedia Commons  
Source: [https://commons.wikimedia.org/wiki/File:Standard\\_Flying\\_12\\_%289896547254%29.jpg](https://commons.wikimedia.org/wiki/File:Standard_Flying_12_%289896547254%29.jpg)

## John Black

In 1929, the previous MD of Hillman joined Standard. His name was Captain John Black. He was appointed joint MD with Reg Maudsley in 1933. Black started supplying chassis to specialist coachbuilders including Avon, Jensen and Swallow who built more sporty bodies. The market was too small for Standard but lucrative for small bodybuilders. In that period, the concept of building the chassis and the body in one factory was not considered essential.

Of the companies who were supplied the chassis, engine and suspension, the most important was Swallow.

## Swallow Coachbuilding Company

Swallow started in 1920 and produced motorcycle sidecars and later a range of cars. The most popular was based on the Austin 7 chassis. In 1928 they moved to Coventry where Standard was located and the co-founder, William Lyons, got to know John Black. Swallow started producing cars using a Standard chassis.

The two key players - John Black at Standard and William Lyons who was chairman of Swallow – had a dream. It was their desire to build a sporting vehicle that resulted in the Swallow SS models.

Swallow had great success with the SS1 first displayed at the London Motor Show in 1931. SS was supposed to stand for Standard Swallow. At around the same time, there was a change of shareholders when the other co-founder of Swallow, William Walmsley, decided to sell out. A new company was incorporated in 1934 called SS Cars. SS Cars rolled all the Swallow business into SS in 1934, and the Swallow Coachbuilding Company was sold to Tube Investments or TI Group. In 1954 the Swallow Doretti would emerge from this company.



After the war, the name of SS cars was changed to Jaguar. SS Cars would not have been a popular name after WW2, so they decided to change to Jaguar. SS had built a line of cars that had the Jaguar model name, and it became the brand name.

SS1 – 1933 (Photo [www.concoursafelegance.co.uk](http://www.concoursafelegance.co.uk))  
Source: <https://concoursafelegance.co.uk/car-of-the-week-20-ss1coupe/>

## World War II

WW2 turned the company into an aircraft production facility. Standard constructed two shadow factories to build the famous Mosquito and the Beaufort Bomber. It was so successful that John Black was knighted in 1941 for services as chairman of the Joint Aero Engine Committee.

Another interesting output of the factory was the “Tilly”. It was a utility vehicle used for everything including local liaison, communication, transport, casualty evacuation and general utility work at the smaller unit level. The name was an abbreviation of utility.

Several manufacturers made their own “Tilly” by adapting an existing model to become a utility vehicle. Austin, Hillman and Morris had a “Tilly”. The one made by Standard was based on the Standard 10 and 12. They were a beefed-up version of the road car with a tray where the back seat would have been. They were not designed from the ground up like the Jeep, but rather an adaption of something that already existed.

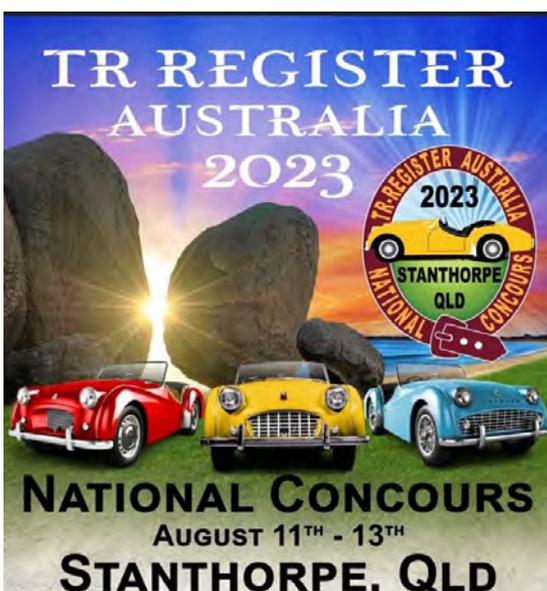


Tilly and Standard 10 photos Standard Tilly Register and Simon Cars

Source: <http://standard.tillyregister.com/>  
<http://www.simoncars.co.uk/standard/flying10.html>

## Summary

Under the stewardship of Sir John Black, Standard had expanded and moved into new territory. They had dabbled in the sports car area and with the support given to SS cars, had helped Jaguar come into existence. It was time to move on to their next growth phase after WW2.



## Australian Motor Heritage Foundation

Find out about the economic value survey of the historic and classic motor industry in Australia:

See the survey here:

[https://www.tsoaq.org.au/images/AMHF\\_Economic\\_Value\\_Study\\_2023\\_1.pdf](https://www.tsoaq.org.au/images/AMHF_Economic_Value_Study_2023_1.pdf)

Read why it is important:

<https://www.pittwatermotorclub.org.au/wp-content/uploads/2023/07/AMHF-Economic-Value-Study-2023.pdf>

# NSW Events



Saturday lunch at Cherry Tree on the way



Russell Holliday & Ian Wall admiring street art in Bundanoon



The Bundanoon Motel



Meeting up from around the state

## Xmas in Almost July, Bundanoon

What a great success the Xmas in Almost July run to Bundanoon was. The Hollidays, McCormacks, Hicks, Walls, Rosses and Molesworths met for lunch at Cherry Tree Hill Winery, Sutton Forest. We struggled to find the so named cherry tree but the wine pairings with food was fantastic. After some local sightseeing we met up with Chris Olson, the Mitchells and the Watters at our motel on Saturday afternoon. We had come from various locations in greater Sydney, over the mountains from Bathurst and Orange, from down the south and far south coasts, and locally in Bundanoon. Sadly the Fletchers and the Lewises were late omissions on the run due to car problems and illness respectively.

With the fire crackling in the private function room of the Bundanoon Hotel and table beautifully decorated, we enjoyed a sumptuous traditional Xmas dinner with all the trimmings. Chris Olson being the head of the table, carved the huge lamb roast. Lots of fun was provided by the secret Santa gifts, some hotly contested, all overseen by our dapperly attired chief elf Terry Hicks, who valiantly endeavoured to keep order with the merry makers.

Sunday morning's run to Goulburn's Garroorigang, the private home of the famous Hume family built in 1857, proved challenging for a number of navigators. Once there though, we enjoyed morning tea followed by a private tour of the house and grounds. Our long relaxing afternoon visit to Jenny and Peter's beautiful Bundanoon garden and home, amid the recent extensions still in progress, and of course the garage full of vehicles in various stages of restoration, was excellent. Mal joined us for afternoon tea and we were unexpectedly, but pleasantly surprised that the Dobes' also joined us here. They had just toured the same historic home with the Healy Club. Go figure the chances of that? After a delicious Sunday night Thai meal, we travelled to our various homes Monday morning after a most happy time together in the Southern Highlands.

# Kerrie Holliday



1	Chief Elf Terry Hicks ready for dinner, the Watters & Walls watching on	2	Dinner
3	Jenny Ross with her Secret Santa gift	4	Dinner
5	Terry & Jenny Hicks	6 - 7, 9, 11 Garroorigang historic home, Goulburn	
8	Kerrie Holliday (navigator) & Susie Wall (driver & owner of Pearl), doing it for the girls	10	Inside the school house at Garroorigang: Russell Holliday, Stuart Hume, Jenny & Terry Hicks
12	The Molesworth's beautiful schnauzer, Sophie, on guard		

# NSW Events



1	The boys: Ian Wall, John McCormack, Terry Hicks, Russell Holliday, Alan Mitchell, Mal Munro & Bob Watters
2	The girls: Jenny Molesworth, Sue McCormack, Cherryle Watters, Jenny Ross, Jenny Hicks, Kerrie Holliday, Cherryle Dobe & Susie Wall
3	In the Molesworth's garden in Bundanoon: Chris Olson, Cherylin Mitchell, Peter Molesworth & Andrew Ross
4	The Dobes were super excited to find in Peter's garage, a twin to their yellow TR, pictured with Russell Holliday & Peter Molesworth
5	Inside Peter's garage at Bundanoon

## Events

### Runs in August & September

With the National Meeting in Stanthorpe in August there are no other organised runs planned. See below however for travel ideas to Stanthorpe in August and the return of All British Day in September.

### Coffee Mornings and Lunch in August & September

<b>Every Wednesday 10am</b>	<b>Tathra Pub, 8 Bega Street, Tathra</b> <ul style="list-style-type: none"> <li>• Morning tea</li> <li>• Enquiries Bob Watters, Sapphire Coast Chapter <a href="mailto:bobtr3@gmail.com">bobtr3@gmail.com</a></li> </ul>
<b>Wednesday, 2 August, 10am</b>	<b>Pie in the Sky, 1296 Pacific Highway, Cowan</b> <ul style="list-style-type: none"> <li>• Morning tea</li> <li>• Enquiries Andrew</li> </ul>

## Coffee Mornings and Lunch in August & September

**Sunday, 6 August  
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,  
16 August, 10am**      **Moses Barnes, 89 Argyle Street, Picton**

- Try your luck to see if anyone is there for coffee. Most of our usual band of merry makers will be on the after tour in Ballina, but you never know who you might meet

**Sunday,  
3 September  
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,  
6 September  
10am**      **Pie in the Sky, 1296 Pacific Highway, Cowan**

- Morning tea
- Enquiries Andrew

**Wednesday  
20 September  
10am**      **Moses Barnes, 89 Argyle Street, Picton**

- Morning tea
- Enquiries and bookings to Jenny

## Upcoming Events

### Travel to Stanthorpe TR Register National Concours, 11-13 August

- If you would like to join a travelling group to the National Concours, you may like to consider the following options. One group is making a leisurely trip up, departing on Wednesday 9th August from greater Sydney. We will stay overnight in Uralla and drive to Stanthorpe the next day, in time to prepare the cars for display. Another group is departing on Thursday for overnight in Uralla and arriving in Stanthorpe Friday.
- Contact Kerrie for details

**Sunday  
17 September**      **Sydney's All British Day**

- Returns this year at Kings School, North Parramatta
- Held at the same time as the school's annual fair but without the art show
- A gathering of almost every known past and present British car manufacturer, usually resulting in a display of around 1500 cars
- Contact Andrew for tickets before the end of August

**Saturday  
14 October  
5.30pm**      **Twilight Dinner Run 14<sup>th</sup> October**

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

## Upcoming Events

**Sunday - Tuesday  
19 - 21 November**

### South Coast Run

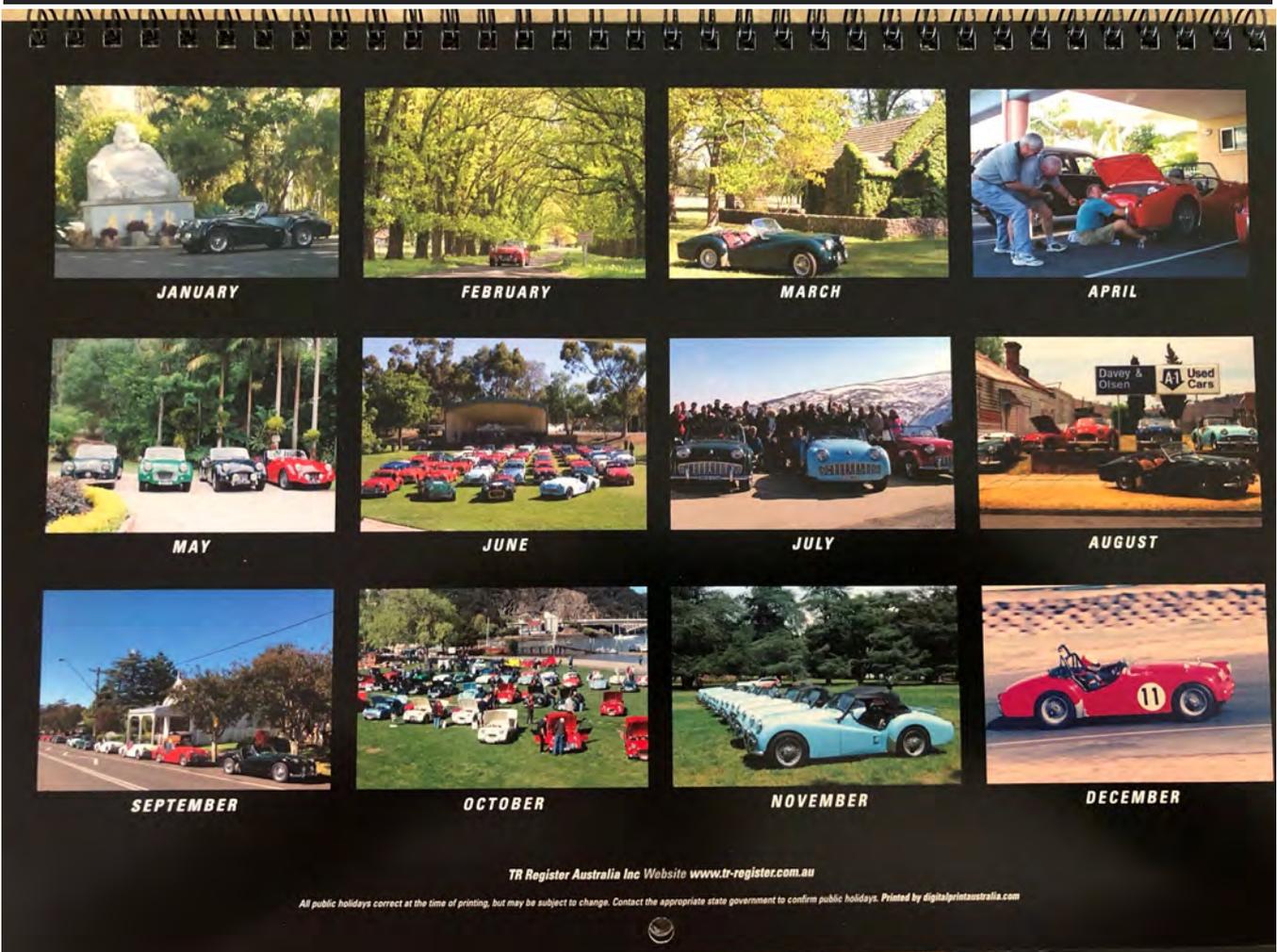
- Staying at Park Ridge Retreat Gerringong.
- Book directly on 02 42341000 to secure discounted rate (king room - \$378.10) using TR Car Club as reference. Don't delay - rooms are filling quickly. The Mercure Gerringong Resort has availability if no rooms left at the PR Retreat.
- Sunday morning visit Australian Motor Life Museum, Kembla Grange. Lunch at Ramox Café at Bundanoon followed by time at Arthur Boyd's Studio and Homestead, and the season exhibition at the Art Museum and works from the Bundanoon collection at the Riversdale Collection Display. Dinner at the Gerroa Fisherman's Club.
- Monday visit to Shoalhaven Heads Native Botanic Gardens and a potter around in Berry and Geroa. Dinner at The Hill Bar & Kitchen in Gerringong.
- Tuesday return home with a visit to Kiama and its blowhole, along with Bonaira Native Gardens.
- Contact Andrew to advise your attendance



Andrew Ross had a birthday recently, made special by a daughter-in-law.



# 2024 Calendar



If enough members are interested a 2024 calendar will be available later in the year. Pricing at \$22 including postage is based on a minimum order quantity of 25 calendars.

Photo contributions are welcome and the few basic rules are:

- Preferably by amateur photographers, professional photos are not excluded but they can only be used if permission is granted by the owner of the photo.
- Must be landscape format
- Minimum 1 megabyte or a quality print that can be scanned
- Featuring Sidescreen or Derivative cars and not people. What this means is that the car should be the feature of the photo not the people although photos with cars used as wedding cars etc are welcome.

The aim is to showcase our cars being used so if there are any historic or period photos that you think might be suitable please send them. Good quality black and white photos that can be scanned to an acceptable standard are welcome. If in doubt give me a call or email, the details are below.

Calendars will only be available by pre-order and payment.

Firm pricing and an order form will be in the October *Sidescreen* but confirm your interest and start sending photos now.

**Deadline for photos 30 September 2023**

Photos to be emailed to [bobtr3@gmail.com](mailto:bobtr3@gmail.com)

Any questions to Bob Watters 0408 502 350. Pictured above: 2022 version of the calendar.



Some exciting news for the Chapter - *a new car!*



Kenny's dad Doug and his wife Janet with the car in the workshop

Kenny Borley from Pambula Beach has finally persuaded his dad to let him recommission his TR3A. Ken's dad Doug, who recently turned 94, acquired the car in 1968 as a restoration project and Kenny, aged 13, helped dad restore the car.

The car has not been in use for many years and is currently in the workshop of Kenny's nephew undergoing the work required to get the car back on the road. The car has never been recorded by the Register before so it's terrific to find another one.

Cherryle and I recently attended the early Christmas in July (it was held in June) event based in Bundanoon in the Southern Highlands. This was another fabulous event organised by Kerrie Holliday and was thoroughly enjoyed by everyone who attended.

The Sapphire Coast Chapter meets for coffee and chat every Wednesday morning at the Tathra Hotel from 10.00 a.m. visitors are welcome.

Bob Watters

## Triumph TR25?

The future looking sportier thanks to Makkina's all-new Triumph TR25. "A collaboration between BMW Group and automotive design house Makkina, the vehicle is inspired by the famed 1953 triumph Jabbeke TR2. Built to celebrate the marque's 100th anniversary ... a concept car that is an electric, single-seat TR25."



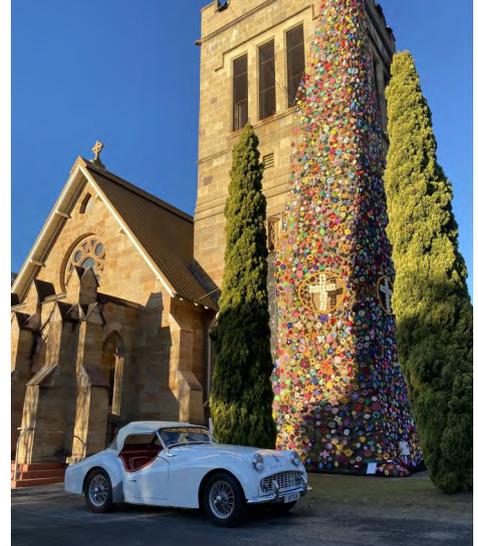
Source: [www.robbreport.com](http://www.robbreport.com)

# QUEENSLAND *Members*

A shout out to Queensland members for cover-worthy photos of TRs was made. The results are evident, front and back aptly depicting scenes from "bush to beach". With limited cover real estate, and extra photos - they are worthy of showing. Thanks to all who responded to the call.



Sue Wilson's TR3A at the Jumpers and Jazz Festival in Warwick recently (photo Sue Wilson).



Heidi, daughter of John Purves, in his TR3A doing a promotion for her work. (photographer unknown)



Greg Parker's car at Clear Mountain (photo Judy Parker)



Knoll Road Lookout at Tambourine Mountain ([photo Judy Parker)

# TASMANIAN *Report*

The sad news from Tasmania is the cancellation of Targa Tasmania. This follows a year or more of investigations into four fatalities in two years. The report was very risk averse with 89 recommendations making the event difficult to justify financially.

As you may be aware open sportscars had already effectively been banned. It's pity that the original concept of allowing owners to drive their cars in a sporting way without other traffic turned into a race for specially prepared supercars. The touring categories had already had more entries than the speed classes. Watch this space to see what happens; an event is currently programmed for April/May next year

There has not been much driving and touring to report on. We are going through a wet, cold and especially windy winter.

Hugh went on an MG Car Club run but the TR2 didn't like the company and decided to stop. This was the first time since the welsh plug blew out of the back of the head some 20 years ago. It turned out to be a blockage in the fuel line from the tank.

## **British Classics Launceston – 12 June 2023** (input from David Pearce)

The third British Classics Launceston event was held on the King's Birthday holiday at the NAMT motor museum at Launceston.

After overnight rains the forecast temperature was for 15°C, cloudy with a high chance of showers. Fortunately it stayed dry during the event hours of 10am to 2pm. There was a roll up just shy of 50 cars and eight motorcycles, much on a par with the first two years. While there were three Triumph motor cycles: a Thruxton, a Trident and a 1949 model; there were no cars!

We had three TR owners present but they all brought their other cars: David Pearce in the Peerless GT, Jeff Mount in the Jaguar E-Type 4.2 litre Coupe while Mick Sullivan drove Jenny Carter's RME Riley 1½ litre saloon.

There were about 18 marques present and alphabetically ran from A to W: Aston Martin and Austin through to Wolseley.

For a lot of the marques there was only one example. Jaguar were present with about eight cars including a Mk 1 3.4 litre, a Mk 2 3.8 litre, an XK 150 roadster and the E-Type plus some later models.

There was a similar number of Morris, including Minor sedan and a "Woodie", an Oxford, Mini sedans, vans and a Broadspeed version plus a soft top Cooper.

Three Rollers were present: a older Silver Cloud and two Silver Shadow. There were about six sportscars / roadsters present with Austin-Healey, Jaguar, MG and Sunbeam Alpine present. The Royale Sabre coupe was also present and catches my eye every time.

Visitor numbers were good, there was a food van and a coffee van present and many visited the museum or made purchases in the shop.



Jaguar E-type coupe



Members cars



RME Riley



**Our cars**

Winston Quaile is making steady progress on the red TR3A. Mechanically the car is complete and work is happening on the interior and wiring. We are hoping this car will be on the road this summer after some 20 plus years.



Kevin Robson, a new member to Tasmania, has brought his TR2 with him. This is a long term project which, like Winston's car has been off the road for over 20 years. Kevin may well be the only Register member with three vehicles with the same motor: Massey Ferguson, Two Litre Triumph Roadster and the TR2.



Hugh's TR4 project continues, considered by Hugh to be a Derivative! The motor rebuild is complete now waiting on a turn on the Dyno.

Regrettably our numbers for Stanthorpe are down; Martin having dislocated his shoulder is a late scratching. Leaving David Pearce and Hugh Maslin coming in a Stag.

Coming Events	
<b>Sunday 15 October</b> 9.30am - 1.30pm	<b>Predominantly British Car Show</b> [from Britain to 'Bunna] • Triabunna
<b>3 - 5 November</b> Friday to Sunday	<b>Baskerville Historics</b> • Baskerville Raceway • 473 Baskerville Road

Now that we have roughly half our members in the North and the other half in the South we are planning a midweek tour of the Channel area- details will be circulated.

**The Village Triabunna & The Rover Car Club of Australia, Tasmanian Register will hold "The Predominantly From Britain To 'Bunna Car Show 2023"**



## **June Breakfast**

**Well, we picked a perfect morning for a drive in the Triumphs. This breakfast was held at Martha's Table Restaurant in Martha Cove, Safety Beach. An all time record number of people - 50 in total - attended including several new members who came along for the first time.**

**We combined the TCCV and TR Register, so everyone got to mix and check out cars they otherwise would not see.**

**The marina allowed us to park on the grass next to the restaurant and we put on quite a display. Many of the locals called by to have a look and one couple expressed an interest in buying a Stag!**

**The limited menu allowed everyone to find something to their liking, along with juice and coffee. Our booking started out as 20, then 30, then 48 with a final 50! Many venues balk at such numbers but this one was happy to cater for us.**

**At the end, the manager said everything went well and he would like us to come back. We might leave that for the warmer months, when we can hang a round a little longer outside. As it was, we started arriving at 9.00am and departing after 11.30am, so plenty of time for a chat.**

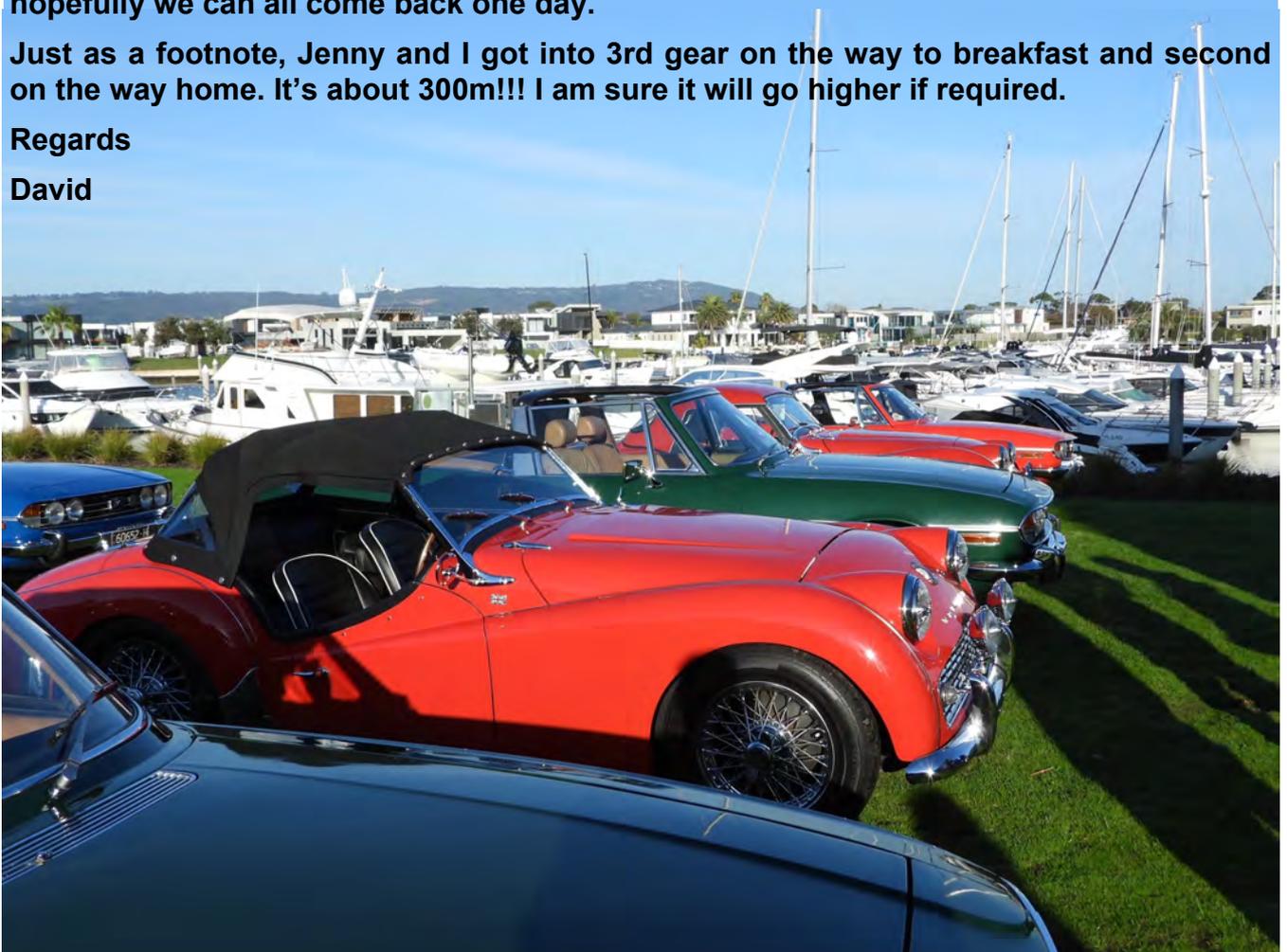
**Thanks everyone for making the effort to attend, especially Graeme Oxley from Hoppers Crossing, Alan and Joan Andrews from Yarra Glen and Michael and Trish Hall who live in Diamond Creek who left home as dawn was breaking!**

**The feedback we received from everyone was that the food and venue were terrific, so hopefully we can all come back one day.**

**Just as a footnote, Jenny and I got into 3rd gear on the way to breakfast and second on the way home. It's about 300m!!! I am sure it will go higher if required.**

**Regards**

**David**





**Upcoming event:** Tuesday 5 September - Dinner at the Wheelers Hill Hotel.  
RSVP to David (contact details page 2)

