
Sidescreeen



**JOURNAL
OF THE
TR REGISTER
AUSTRALIA**

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TR-REGISTER AUSTRALIA COMMITTEE 2024/25

TR Register Australia Inc ABN: 95675396315

President	Ian Cuss (Tracey) NSW	Mob 0408 388 316	cussbus@gmail.com
Vice President	Colin Baldock (Juanita) SA	Mob 0408 396 874	colbtr2@hotmail.com
Secretary	Steve Bradford QLD	Mob 0437 542 410	steve@tbrmotorsport.com.au
Treasurer	Tony Xerri (Lesley) VIC		anthony.p.xerri@gmail.com
Parts (new & second hand)	Mal Munro NSW	Mob 0416 031 654	malcs707@gmail.com
Membership	Andrew Pitchford VIC	Mob 0419 311 077	membership@tr-register.com
Regalia	Chris Olson NSW	Mob 0403 518 220	chrisolson1951@gmail.com
Club Historian	Bob Watters	Mob 0408 502 350	bobtr3@gmail.com
Committee	David Ferguson (Jenny) VIC David Pearce TAS John McCormack (Sue) NSW John McCormack (Talia) VIC Rowan Burns (Hayley) NSW	Mob 0417 463 110 Mob 0413 312 134 Mob 0407 900 924 Mob 0467 077 358	djeferguson@bigpond.com dnjpearce@westnet.com.au huon_24@bigpond.com jnymak87@gmail.com rowtheboat2@hotmail.com

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

ACT	Peter Mc Ewan (Gayle)	Mob 0419 998 556 macsdunlop@yahoo.com.au
NSW	Andrew Ross (Jenny) Denis Hinde NSW Club Registration	Mob 0412 274 635 andrew@tr-register.com.au Mobile 0418 255 499 denisghinde@gmail.com
QLD	Sue McLeish (Ian)	Mob 0407 723 116 Sue_mcleish@iinet.on.net
SA	Geoff Bills	Mob 0408 398 800 gbills@internode.on.net
TAS	Hugh Maslin (Jude)	Mob 0408 929 936 maslinhj@gmail.com
VIC	Vacant Geoff Kelly VIC Club Registration	Tel: 03 8774 4154 the4kellys@dodo.com.au
WA	Chris Keay	Mob 0417 955 924

Non-committee roles: **Web Master** - Ross McLeod webmaster@tr-register.com.au
Sidescreen Editor - Mary Bird editor@tr-register.com.au
Website: www.tr-register.com.au

Cover photos: *Front* - Jenny Ferguson with Wilbur in their TR3A before chassis work. Read David's story on p.16.
Back - (Top to bottom) Images from John Kay's archives, TRs on the factory floor and the docks, Ian and Eola Cummins with the yellow TR2 on their honeymoon (read full story page 21).



INSIDE *Issue 134*

From the editor

Winter is certainly giving us an icy blast this year. It seems some members might have been staying “in” as we have a number of first time in a long time (or ever - Andrew Ross!) articles contributed this issue.

It is so valuable to read member stories to pick up tips and get an insight into the energy and spirit of the people who match the energy and spirit of the little Triumph TRs they drive. There are TR heroics (Bernard Doherty), TR family histories (Paul Cummins), major TR repairs (David Ferguson), TR travel (Le Mesuriers and Evanses), and lots of TR club events and activities.

You can't keep some members down - Tony Knowlson freshly off the committee, now launches a new feature - Tony's test! *Good luck.*

As the Concours looms on the horizon, August will bring information sessions on judging of the display. Hope you have your thinking caps on for suitable “Australian Icon” outfits for the Presentation Dinner in Canberra.

Scout turns four in the next fortnight. We have had him as long as have owned our TR3A. How time flies ...

Mary



& Scout

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PRESIDENT'S *message*

Our first committee has been held; it was a long but very productive meeting. You should, and I hope, have read the minutes. Questions the minutes may have raised can be answered by calling me or any committee member. Remember it's your club and your input is greatly appreciated.

We welcome nine new members to the club. Details are listed in And's report on page 8. I am sure you will get a great deal of enjoyment and friendship from the club.

Speaking of membership, I trust we have all paid our membership dues. If you are having trouble in navigating the payment process, please call Andrew Pitchford to help you through it.

Our next big event coming up is the National Concours to be held in Canberra and expertly run from a very enthusiastic committee from our ACT Chapter. Peter informs me that if you haven't registered, he will take late registrations. This is our yearly gathering, so come along and enjoy a wonderful event in a lovely city.

Thank you to all who nominated to be judges on the day. I will run a zoom meeting in August for you and go through what is expected and how to navigate the judging sheets. Any anyone who has not expressed interest in this and would like to be part of it - reach out to Peter McEwan so you can be included.

We do require people to help Chris Olson in selling our regalia. It's a great experience - you get to meet lots of people and model some of our lovely clothing. Bob Watters is always up for dress ups.

Ivan and Elizabeth Powell and Tracey and I have just returned from seven weeks travelling Europe visiting Gardens and Motor Museums. One of the highlights was following the Mille Miglia around Italy. It's a 1000-mile race from Brescia to Rome and return for pre-1957 cars. Out of the 440 entrants seven Sidescreens competed, and all made it to the finish line.

This is where we met Theo van Esch* - the owner/custodian of TS211. This car original was exported to Tasmania then sold to Bruce Shaw in Melbourne where it lived its life. It was then moved to Sydney where Theo bought and shipped it to Holland around 2017. It underwent a large restoration and now Theo drives it proudly around Europe. During one of the legs in the Mille Theo drove for 16 hours - a great effort.

Feel free to call me as your new president with questions, queries or ideas you may wish to be conveyed to the committee for discussion.

See you all in Canberra in November.

Regards

Ian Cuss

President | TR Register Australia

*** Editor's note:** Theo has recently become a member of the club - see Membership report page 8.





Mille Miglia

The Mille Miglia (*Thousand Miles*) was an open-road, motorsport endurance race established in 1927 by the young Counts Francesco Mazzotti and Aymo Mahhi. It took place in Italy 24 times from 1927 to 1957 (13 times before World War II, and 11 times from 1947).

From 1953 until 1957, the Mille Miglia was also a round of the World Sports Car Championship.

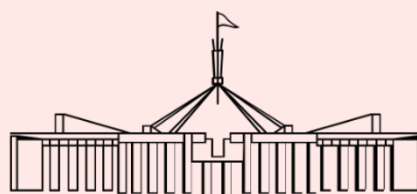
Since 1977, the "Mille Miglia" has been reborn as a regularity race for classic and vintage cars. Participation is limited to cars, produced no later than 1957, which had attended (or were registered to) the original race. The route (Brescia - Rome round trip) is similar to that of the original race, maintaining the point of departure/arrival in Viale Venezia in Brescia.

Source: https://en.wikipedia.org/wiki/Mille_Miglia



L → R Car owner Theo & partner, Ian & Tracey Cuss, Ivan & Elizabeth Powell

Will we see YOU in Canberra?



1-6 November 2024

IN MEMORIAM

Kim Rea 1957--2024

We advise of the recent passing of Kim Rea, the wife of Past President Gavin Rea.

Kim died peacefully on April 24 after a prolonged illness.

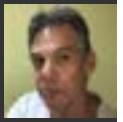
Those of you who knew her will recall a warm & generous lady who was unfailingly kind to all. She was remembered at her funeral by a huge gathering of those she had encountered in her many interests. Our condolences are offered to Gavin, son John and her extended family.

REQUIESCAT IN PACE

mm

VICE PRESIDENT'S *Report*

Colin
Baldock



I had a look at previous Sidescreen issues to see if the VPs are meant to write a report and it appears it is a bit of an occasional thing. I am sure most of you are not too interested in reading reports as it would probably displace one of the excellent articles that Mary has been able to procure which would annoy everyone including me! However, as a newly elected VP of this excellent club I thought it would be worthwhile saying a few words to introduce myself as I have not been active in the club until recently.

As you are probably aware by now I am located in Adelaide but when I bought the TR2 I was living in Ballarat and working in Melbourne. At the time that made it easy to have a look at the TR2 that was advertised in the Healey Factory. There was also a TR3A available but I had always been keen on the long door.

I think that decision cost me about \$10k and 5 years! This was of course, a heat-of-the-moment decisions. My friend in 1st year engineering had a long door TR2 and I spent a good part of that year attending events with him in it. After a quick think about it over a period of about two decades I lashed out and got my car!

We managed to get to a few events in Swan Hill, Bendigo and Cape Schank but travelling long distances was not on the agenda at that time. In 2011 after about 10 years of ownership the stars aligned, the bearings failed and consequently I commenced a restoration with no particular plan in mind.

The body was one of those things that kept giving and as I progressed I started to document my journey on a blog. A link to this can be found on my gallery page on the TR Register site. The long and short of it is that after 10 years, two houses and ine interstate relocation I got it registered and attended the Merimbula Concours where John McCormack asked me to join the committee. The rest, as they say, is history!

One thing I would like to acknowledge is firstly the people who have been on the committee in the past. It is no insignificant thing to donate your time and energy to ensure that we can enjoy our cars, social activity and camaraderie that is part of this club. The government continues to throw hurdles at us to make life difficult and now - as in the past - the committee has navigated these minefields. I would also like to acknowledge the current committee especially the younger guys Rowan and John M Jnr who have stepped up. Without these people there is no club!

Happy "TR-ing"

Colin Baldock

VALE *Peter Standen*

On 17 June 2024, Peter Standen, Victorian Co-Ordinator, long standing TR Register member and Triumph supporter, sadly passed away.

Peter was a very popular member of our Club, an active participant in events, our Concours Judge and always willing to help. He travelled extensively in his TR; with other members to Concours around the country and on TTs.

Peter was most accurately described as a "Gentle Giant" by his many friends and family.

Thirty TR Register members were among the large congregation of mourners attending Peter's funeral in Bendigo, showing the esteem in which he was held.

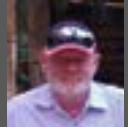
On behalf of all TR Register members, we pass on our sincere condolences to Peter's family. We will remember him as a much loved member of our Club.

David Ferguson



SECRETARY'S *Report*

Steve
Bradford



With the AGM in June we did not have someone to take the secretary hat over from Bob. Subsequently we have had a Special Committee Meeting and I'm now wearing that hat! [And it looks good on you too, Steve! Ed 😊]

Minutes of the meetings were emailed to members last week but there were a few that could not be delivered. Can you please check that your email address is current in the TRR records? Going forward the intent is to load these types of documents to the webpage, but where we can't for some reason they will be emailed out. If you do not wish to receive by email can you please let me know?

I'd like to thank Bob for the years of excellent contribution as Secretary, and all his help in transitioning the role over to me! While I'm still getting my feet under the desk, there's not a lot for me to report for this edition other than I'm looking forward to working with the committee and members going forward!

CLUB *Historian*

Bob
Watters



Here's an advertisement for LODGE Spark Plugs that I found recently. As much as I love driving my TR I'm not sure that I would have the enthusiasm and commitment to have been a member of this team.

Records Established at Monza Circuit

A Triumph TR3 driven by a team from the Cambridge University Automobile Club set the following International Class "E" (1500-2000 cc) records at the Monza Circuit, Italy, during the week ending 1st August 1959.

- 2000 miles at 102.1 m.p.h.
- 5000 miles at 102.5 m.p.h.
- 5000 kilometres at 102.5 m.p.h.
- 10000 kilometres at 102.6 m.p.h.

The records for one, two, three and four days were also broken.

The TR3 was equipped with **LODGE** –
the World's Finest Spark Plugs.

Reprinted from Sports Car World, October 1959

TONY'S *Test*

Tony
Knowlson



A new contribution, suggested by Tony! This will feature one of Tony's TR photos from past events (he has TR photos going back 30⁺ years)! You have to determine where and when it was taken.

Caption: ***How to get TRs parked in a small carpark.***

Where? When?

You will find the answer on page 34.



MEMBERSHIP *Report*

Andrew
Pitchford



It's not even one month into the new Financial Year and there have already been 145 Membership renewals and new memberships.

Membership fees remain unaltered from previous years at:

- Full Membership \$40
- Associate Membership \$20
- New Membership Complimentary for the first year or part thereof.

145 memberships have renewed or are new members. However, 200 member renewals are outstanding. Many members, both new and existing, have expressed difficulty either registering on the new website or paying using Stripe. The Committee has decided that until further notice:

Members are asked not to make payments through the website using the STRIPE payment system.

☺ Preferred payment method	Alternatives
Instead, please make all payments preferably by direct deposit to the club account. Details are: Account Name: TR Register Australia BSB - 032 087 Account No. 152432 Reference your name and/or membership number and a brief description of what the payment is for.	For members who are unable to pay by Direct Debit, payment by cheque or Credit Card is still possible Email your credit card details including Expiry Date and CVC in separate emails, to the Membership Officer or post your cheque to: The Membership Officer TR Register Australia 12A Stanhope Street Mont Albert VIC 3127

We welcome nine new members who have joined the TR Register since the last publication of Sidescreen.

Membership No.	Member	State	Location	Vehicle
1039	Peter Stephinson	NSW	Lavender Bay	TR3A
1040	Trenneth Lewis	SA	Henley Beach	TR3A
1041	Stephen Major	NSW	Uralla	TR3A
1042	Philip Aiken	NSW	Nambucca Heads	TR3
1043	Rini Zysvelt	VIC	Eaglehawk	TR3A
1044	Tom Young	QLD	East Tinana	TR3A
A1045	Theo van Esch	Netherlands	Tilburg Tas	TR2
1046	Tony Patton	NSW	Callala Beach	Looking
1047	Tony Priest	VIC	Wantirna South	TR3

2025 CALENDAR

Despite waning interest from members in the calendar, I still create one for myself and am doing so again for 2025. Whilst I have a considerable photo archive I would prefer to have new photos from members.

For those interested in a calendar for 2025, they will only be available by pre-order and payment, costing will depend on how many are ordered but if 25 are ordered the price delivered by mail to your home is \$24. Alternatively calendars can be collected at the Concours in Canberra, the cost being \$18.

Payment can be made by direct debit to the club account, details below.

Westpac - TR Register Australia Inc

BSB - 032 087

A/C – 152432

Ref – your name and calendar

Send me an email if you wish to order a calendar and whether it will be collected at Canberra or mailed to your address (please include your address) and the date payment was made.

For those wishing to contribute photos 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.

Photos to be emailed to bobtr3@gmail.com or any questions to Bob Watters 0408 502 350.

Bob Watters



MEETING MORE *Members*



Meet Bill Owens

My first car was a Vanguard Vignale sportsman, purchased from a wrecker, complete with fins. With overdrive it would out compete all my mates' Holdens!

I had always admired photographs of Morgan sportscars but as a 21-year-old they were out of my price range. Sidescreen TRs had a "similar look". I saw a TR3A for sale at a petrol station, ratty and rusty, but I bought it and restored it then sold it after a while.

I like the world knowing I have been diagnosed with a mental illness: bipolar disorder. I was still quite capable of running the Applied Sciences department at our local TAFE and occasionally lecture at our local University campus for most of my working life.

My psychiatrist at the time said I liked caring for wounded birds, nursing them back to health and then setting them free; an analogy of what I did with cars. This can be seen by the fact that now at 73 I've owned over 70 vehicles. As far as TRs go that included three TR3As, TR5, TR6, Stag and Spitfire (it was too small!).

Until recently I've been a Morgan owner but our roads in south west Victoria and their suspension (or lack of) led to a sell up in 2023. This funded further work on two Morgan three-wheeler projects I currently have and my 'new' TR2.

A friend had a 1955 TR2 in a container for 25 odd years, maintaining/improving it but hardly ever driving it as he's into Velocette motorbikes. So, I convinced him to sell it to me on the proviso he had first offer if I sold it!

No rust. 70,000 miles but not perfect paint wise. I must admit it handles the roads far better than any Morgan I've ever owned. Improvements include very strong scuttle bracing, front and rear 'drains' increased to over 1foot in diameter, battery isolator, new wiring loom etc.

It never had overdrive fitted so I purchased a good gearbox complete with overdrive from a fellow club member. I intend to fit it over winter, along with a hardtop to protect my ageing skin.

I am in a couple of car/motorbike clubs and my advice to anyone especially younger people thinking about buying such a type of car is to join a club. The combined knowledge of members is better than any textbook or workshop manual. The other advantage of being in a club is that if you don't intend driving everyday you can put the car on club historic registration at a greatly reduced cost.

These cars are relatively easy to work on compared to new ones and despite their age clubs are organising lots of spare parts. I have found that some parts that aren't available are easily made by someone with a little skill on a lathe.

I've joined the club and had great support from the president and spares officer and am looking forward to some retirement fun with this car and my projects.

I will probably drive it to 'local' towns for a coffee, sightseeing etc and as a member of the local motorcycle club but getting on in years I will take it on Thursday and Sunday rides.



HISTORICAL *Perspective*

Doretti enthusiast Paul McEwen sent in these images. About the Doretti lineup in England, he says, "To see 16 Dorettis together is very rare. There are about 38 in England (may not be accurate) nine in Australia and hopefully five in Canberra for the Concours."



And below, from John Kay's archives:



**Sir John Black,
Ken Richardson
& Alex Dick**



**Dorothy Dean with
primate learner driver**

More historic Triumph photos are found on the back cover.

HISTORICAL *Perspective*

This write up of a 1956 TR3 road test from Modern Motor magazine contributed by Susie Wall, who discovered it in a second-hand book store in Kangaroo Valley.



TO re-coin a phrase, "Two's company, three's a crowd"—particularly so far as sports cars are concerned.

But in the Triumph TR3 this is not quite so. The function of the car has been widened by the incorporation of an occasional rear seat.

It needs a somewhat slim adult if a trip of more than 10,000 yards is to be tolerated; but for two children the accommodation is fine.

There is also a luggage boot which will take up to 1280 large-size dog biscuits, unwrapped.

Let's stop being snide and consider these points. Here we have a sports car which is practical for the small family—a most uncommon phenomenon.

The average enthusiast who has read thus far will hardly be thrilling to such domestic details—but there's something for him, too.

Compared with the TR2, acceleration in the 30-70 m.p.h. range has been appreciably improved by an extra 10 b.h.p. from the motor.

Top knots show little gain, but the manually operated Laycock-de Normanville overdrive, working on second, third and top, allowed any cruising speed up to 100 m.p.h. to be selected and held without a trace of mechanical fussiness.

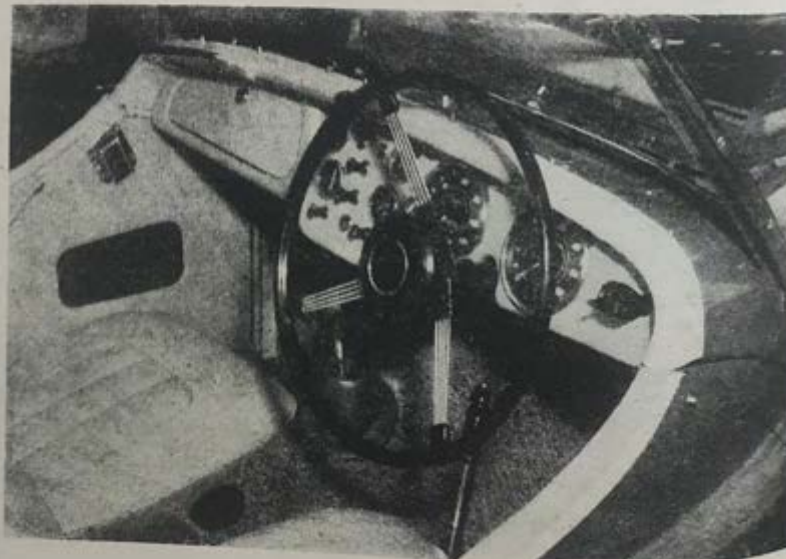
I also found road-holding on loose or wet surfaces improved.

Dealing with the hood always reminds me of my first Scout camp, held in a high wind. There is now an extremely good-looking and simply attached plastic hardtop available. It has a rear light of truly generous proportions and is as weathertight as a saloon body.

It has one fundamental disadvantage, of course. If the weather

One more for the road..

Bryan Hanrahan reports better road-holding, acceleration from new TR3



TR3 Road test



changes suddenly, as happens in Melbourne (could this apply to Sydney, too?), it is too big to be carried around in the boot.

All these developments have added less than 50lb. to the weight of the car.

Tops 100 Easily

Fifty came up in just 7.7 seconds, and maximum speed, averaged over four runs, was 104.2 in direct top gear (103.6 in overdrive top).

The remarkably low fuel consumption hasn't suffered from the modifications; 28 m.p.g. was recorded on a test run of 247 miles, not really long enough to record an optimum figure.

Only unpleasant effect of the increased power output from the modified Vanguard engine is the raucous exhaust blare. No use trying to sneak home late in a TR3—the whole neighborhood will hear you.

There's a bit of the inevitable four-cylinder roughness low in the rev range; apart from that, flexibility is outstanding for a sporting motor.

Layout of the unit is clean and accessible. The simple design is of proven durability and has such desirable features as wet cylinder liners and a sturdy crankshaft.

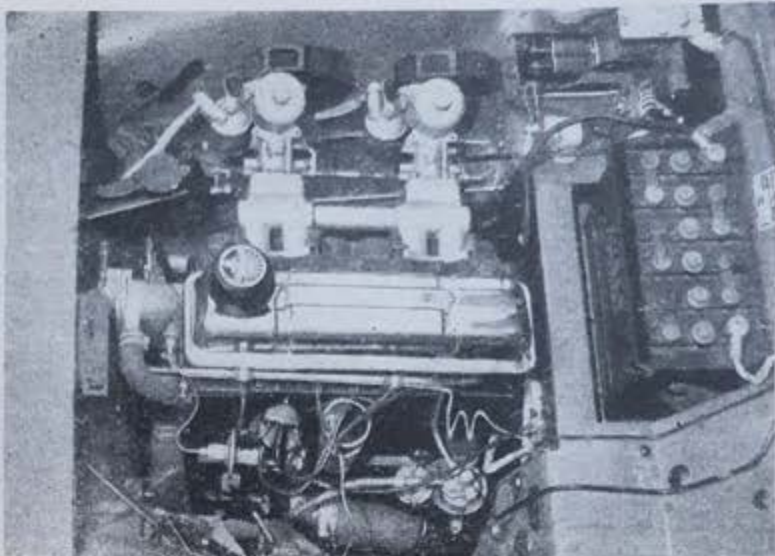
Behind the Wheel

Cockpit arrangements on the TR series Triumphs take a lot of beating. In the latest version leg-room did not appear to have been curtailed by limiting rearward travel of the seat to take in the extra passenger(s).

The left hand drops naturally from the well-raked wheel to the stubby central gear lever, linked to fast and

(Continued on page 80)

MODERN MOTOR—July 1956



ENGINE now gives an extra 10 b.h.p., improving acceleration in the 30-70 m.p.h. range. Rear seat (below) will appeal to family men.



MAIN SPECIFICATIONS

ENGINE: 4-cylinder o.h.v.; bore, 83 mm.; stroke, 92 mm.; capacity, 1991 c.c.; compression ratio, 8.5:1; horsepower—rated, 18; developed at 5000 r.p.m., 100. Twin inclined SU carburetors; 12-v. coil ignition.

TRANSMISSION: Single dry-plate clutch; four-speed gearbox with synchromesh and optional overdrive on top three gears; hypoid bevel final drive, 3.7 to 1 ratio.

SUSPENSION: Independent coil-and-wishbone front; semi-elliptics at rear;

telescopic shockers front, piston-type rear.

BRAKES: Lockheed hydraulic, two leading shoes front.

STEERING: Cam-and-lever, 2 1-3 turns lock-to-lock; 33ft. turning circle left, 31ft. 6in. right.

FUEL TANK: 12½ gallons.

DIMENSIONS: Wheelbase 71½ in., track front 3ft. 9in., rear 3ft. 9½ in.; width 4ft. 7½ in.; height 4ft. 2in.; length 12ft. 5in.; clearance, 6in.; weight, 19cwt. unladen.

PERFORMANCE ON TEST

CONDITIONS: Fine, mild; cross-wind, dry tarmac, two occupants; premium fuel.

MAXIMUM SPEED: 105.1 m.p.h.

FLYING quarter-mile: 104.2 m.p.h.

STANDING quarter-mile: 18.2sec.

MAXIMUM SPEEDS in gears (at 5000 r.p.m. limit recommended by makers in 1st, 2nd, and 3rd): First, 27 m.p.h.; second, 51; third, 76; top, 105.1.

ACCELERATION from rest through gears: 0-30, 3.7sec.; 0-40, 5.6sec.; 0-50, 7.7sec.; 0-60, 11.1sec.; 0-70, 15sec.; 0-80, 21sec.; 0-90, 29.1sec.

ACCELERATION in top and third gears, direct (third in brackets): 10-30, 9.3sec. (6.2sec.); 20-40, 8.7 sec. (5.7); 30-50, 9sec. (6.1); 40-60, 9.3sec. (6.4); 50-70, 9.9sec. (7.1); 60-80, 11.5sec. (—); 70-90, 14.8sec. (—).

BRAKING: 32ft. 2in. to stop from 30 m.p.h.

PETROL CONSUMPTION: 44.4 m.p.g. at 30 m.p.h., 42 at 40, 39.5 at 50, 32.1 at 60; 24 at 70, 28 overall.

SPEEDOMETER: Accurate at 30 m.p.h., 5 percent fast at 60, 2 percent fast at 90.

PRICE: £1630 including tax

TRIUMPH TR3

(Continued from page 19)

light synchromesh on the upper three ratios. The box seems to delight in snappy work, abetted by the short lever travel.

The relationship and positioning of tachometer and speedo are just right. The eyes flicker from the road and scan the large legible dials in the merest fraction of a second.

Everything else you could want is there, too.

The clutch needs no special skill; it bites rather suddenly in the sporting manner, but first can be dispensed with for starting on the level.

Foot-room is good enough for a policeman.

A fly-off type handbrake lever sits beside the transmission hump—sturdy and businesslike, it held quite comfortably on a 1-in-4 grade.

The right foot controls a set of extremely amiable and powerful anchors. I noticed neither fade nor lack of smoothness with moderate pressures, however hard they were punished.

Useful Overdrive

The overdrive switch is set in the right corner of dash, convenient to the right hand. Just flick it in or out with one finger.

The availability of seven forward speeds is somewhat academic so far as normal requirements are concerned, but for competition work they can be invaluable.

So closely spaced are the overdrive ratios that no useless overlapping occurs—a precise intermediate speed for a given situation when the last ounce is required can be instantaneously engaged almost literally by beckoning with one finger.

Engagement of overdrive was smooth in both upward and downward changes, with only slight throttle manipulation.

Handles Well

A slight degree of understeer is apparent in the TR3, but, as with its predecessor, this becomes neutral when the car is forced hard.

The application of too much right foot on wet or loose-surfaced curves

MODERN MOTOR — July 1956

somewhat understandably upsets these characteristics.

Steering itself is high-g geared, quick and light at speed—and not tediously heavy even in slow traffic.

The gusty lateral breeze on test hardly affected our arrowlike progress.

With normal-type pressures riding is commendably smooth over most surfaces. Ground clearance is low at 6 inches, but there are no odd projections underneath.

Headroom is limited, and anyone of above-average height brushes the roof now and again. On the other hand, the side curtains—solid and weatherproof, with sliding windows—the low bonnet line and generous windscreen and rear light require no craning, which could be very awkward in such confines.

Pity the poor rear-mounted adult's head in a hard-top, though.

Lucas P700 headlamps, mounted at just about the right height, do not confine the car at night. Beam penetration and spread are excellent.

Two-blade electric wipers clear a goodly screen area, but two speeds would be appreciated.

Two Grouches

All things considered, there are only two points to which I take downright exception.

One is the fake leather-covered padding above the dash. The leather is there all right, but it is goosed on to the metal.

Now, the cockpit coaming—dash-board in saloon cars—is one of the danger points in a crash. To so disguise the hard edge is bad enough, but to use the rubber which should have gone there to pad the tops of the doors is very naughty.

One can, I imagine, manage better with a sore elbow than a broken head.

The other point is even more serious, and it applies equally to normal road use and competition.

If you want to have your windscreen broken by a stone, or be blinded by dust or mud, just pick the weather and road surface and get up close behind a TR2 or TR3.

The aprons of the rear guards are far too high off the ground, and anything the tyres can pick up is shot backward at a most inconvenient height for the following car.

Someone at Standards should really look into these failings.

Otherwise the whole car is robust and workmanlike—much more practical than most sports cars from all points of view for the average man. Yet it has the essential characteristics and magic of a true competition-bred aristocrat.

And, if you are a small-family man who must own a sports car, it's no slouch, remarkably abstemious, and can save you the price of a generation of baby-sitters' fees. . . .

MODERN MOTOR — July 1956

HISTORICAL *Perspective*

A US advertisement for the mighty TR-3 from back in the day. Contributed by Russell Holliday.

Thar's GO in them thar hills!

The Triumph TR-3 scampers up *and down* the meanest mountain road without getting winded.

Why?

Because its engine, steering, suspension and disc brakes are designed for car-killing European road competition. (The TR-3 has taken first in class in

practically every European Rally during the past five years.)

Those of you interested in less strenuous virtues will like the fuel economy (up to 35 mpg), the orthopedically designed seats and the *fun*. All are standard equipment.

Drive a TR-3. It handles so easily, your wife will want to keep it for herself. And, best of all, it costs \$500 less than any comparable sports car.

Spring is here. Why wait?

Standard-Triumph Motor Company, Inc., Dept. F-58, 1745 Broadway, New York 19

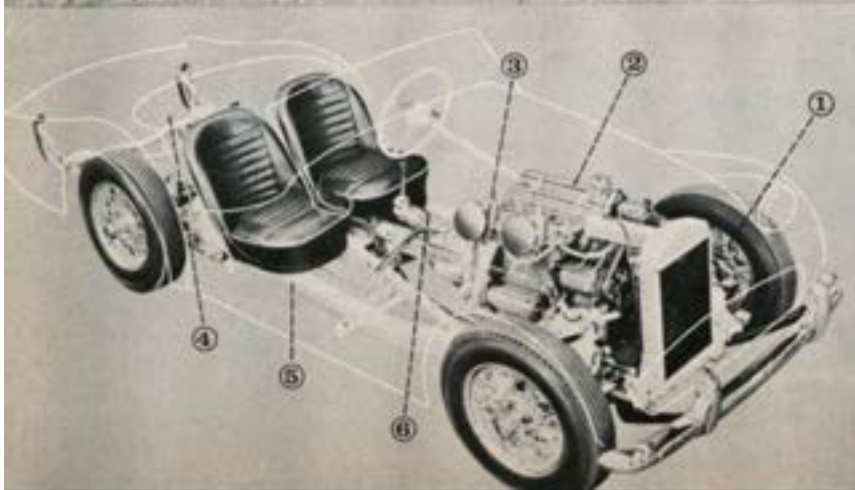
TRIUMPH

TR-3

ONLY \$2675*



*At U. S. Ports of Entry, plus city and/or state taxes—slightly higher West Coast.



6 reasons why the TR-3 is your best sports car buy:

1. **DISC BRAKES:** Standard equipment on front wheels; maximum braking efficiency
 2. **1991 cc. ENGINE:** 100 horsepower; 110 mph top speed; acceleration: 0-50 in 8 sec.
 3. **RACING CLUTCH:** Heavy duty, woven lining gives longer life.
 4. **EXHAUST SYSTEM:** 2 straight-through mufflers relieve back pressure, increase engine efficiency
 5. **FRAME:** Rigid "X" type for stability, fully rustproofed Sheffield steel
 6. **GEARBOX:** 4-speed, short throw, synchromesh in 2nd, 3rd and top
- OPTIONAL EXTRAS:** Overdrive, hard top, rear seat, wire wheels, white walls, and others (ask your dealer).
- SERVICE:** Dealers in every state—over 700 in all.



19

TR3A CHASSIS *Swap*

COVER
STORY

From the outset, let me say this isn't a project for the faint hearted. I am also indebted to several Triumph owners for their assistance along the way.

- John McCormack from the TRR for his technical guidance
- John McCormack from Victorian TRR for supplying a replacement steering box
- Stuart West from the TRR for technical assistance
- Keith Brown for welding the stiffening gussets in place and
- Peter Byrnes from the TCCV for his reaming and welding skills plus access to his press for pushing out bushes.
- Ray Kasparian who runs spare parts for the TRR was a huge help in supplying the right parts at very short notice.

There have been several others but these people have been the biggest help to me.

The original chassis on my 1958 TR3A had been thumped at some stage and I always knew it needed replacement. I purchased a second-hand chassis a couple of years ago from the TRR and had it fully restored back to factory specifications by Andy Ansell in Bendigo. It was then sand blasted and painted using KBS Rustseal.

Pro tip

When using the rustseal, wear gloves, glasses and breathing gear if you don't like the smell. I actually called the Poisons Hotline when my throat became inflamed!!



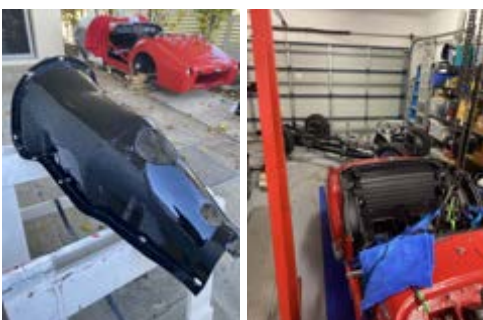
On 1 May 2024, I started deconstruction.

I had previously built a little gantry hoist just for this job and it worked a treat. Undoing the 20 bolts attaching the body to the chassis was not too difficult, followed by the electricals, plumbing and other sundry items. Anything connecting body and chassis was undone or removed. Two days and it was done.

For the following 2 days, I stripped everything off the chassis. This was a lot of fun because I could delve further into the crash damage and find out just how extensive it was.

Suffice to say, almost everything was replaced. Bushes, bearings, trunnions, vertical links, shocks and more. Every nut and bolt that could be replaced has been replaced. Every part that needed paint has been stripped, primed and painted. My garage has looked like a Chinese Laundry with black bits hanging on wires for a few weeks!

When the engine and gearbox were out, I took the gearbox to a specialist to try to have a little "O" ring leak sorted.





Seven hours later and a fantastic lesson for me on gearbox assembly, quite a few parts of the overdrive had been replaced. It was supposed to be done while I waited! Not only did I wait, I got to help. Old Car Gearboxes in Moorabbin was the place.

The clutch, thrust bearing and pin were also replaced just in case but only the pin was suspect.

All of this restoration takes time. It's not just a matter of reassembling using the old parts. Everything needs to be assessed and either repaired or replaced. And so it was when it came to the steering box. I watched a YouTube clip on pulling one apart and it looked quite simple. Indeed, it was but I discovered that my steering box was probably not an original TR3 unit. The hole in the housing through which the rocker shaft passes did not have a bronze bush. The diameter was correct but without the bush; the steel shaft was in contact with the steel housing. This is the worst of all options in terms of wear, so it had to go. John McCormack fortunately had a spare which he kindly made available to me and it was subsequently rebuilt with all new parts.

Six weeks after the deconstruction commenced, I painted the interior floor with KBS Rustseal (wearing protective gear this time!). It made a difference. The floor of the car had no rust at all and this paint should ensure it remains that way for many years to come.

Then it was time for the "marriage", bringing the body and the new chassis back together again and hoping that all the holes lined up. They did with just a little persuasion. In fact, all the holes lined up with the exception of the 2 at the rear which were "out" by half the diameter of the bolts. 5 minutes with a Dremel sorted that out.

Connecting the plumbing and electrics is quite simple and did not cause any issues for me.

Panel fit has been almost identical to previous, so I am very happy with that. I bought an installation kit from the TRR and installed all the pads as per original specifications.

My last job is to install the carpets and rubber underlay from Car Builders. This will allow me to remove the carpets should they get wet and at the same time, prevent water from attaching itself to the old-style underfelt! Car Builders has an amazing selection of interior sound deadening kits, adhesives, etc.

This project was always intended to keep me busy for a couple of months. It has gone over by a few weeks but I am not concerned. It has been too cold for golf anyway!

I am looking forward to driving the all-new-chassis TR3A, including all-new-suspension and all-new-steering box to Canberra in November. I think I will notice a difference.

If I can help out any member with advice on doing a similar project, I am happy to help.



CAR Covers

Andrew says: This is not really a technical paper (it can't be if I'm writing it!) - more of a warning to some people about the use of car covers. Several people are aware of the issues with the use of covers, but some of us are/were not, sometimes at a cost. I know of other club members who have issues and they were not aware of potential problems or their causes.



John Pike's car undercover

Recently the words "humidity blisters" has surfaced. I have had many discussions with people with old cars—from inside and outside the club. To my surprise a lot of people knew about it, but this ever became a topic of discussion.

About two to three years ago. I noticed a blister on the bonnet and had it attended to by a panel beater/spray painter who did not discuss any other possible cause or how to avoid it in the future. I was assuming it was a rust bubble as some had advised. Now the blisters are back in a few other places, and in bright light it looks like sand could be under the paint. This caused my investigation.

My car came with an old cover which I used when working in the garage or if we were away for long periods, or to keep grandchildren out of it. Being in Sydney, we have had many peoples of heavy rain. Due to drainage issues above us, our garage often gets wet which when drying out - gave us more humidity.

Some covers come with a warning: "*do not use for prolonged periods of time.*" Some covers are cheap, others have a type of soft blanket under the top as well as several vent holes.

Bob Slender says he removes his covers as soon as it rains. The bees knees of car covers are "carcoons" which is a bubble with air passing over the car continuously. They are not cheap and more designed for trailer princesses.

A friend's Healey 3000 is so badly affected by blisters that the whole car is up for a \$40K respray. The car looks like it has a case of shingles.

Dampness in the average garage is often the result of a build-up of condensation. This and poor ventilation , can create the worst environment to keep any vehicle in, even for a short period of time. The moisture problem is made worse each time the air temperature drops below the dew-point. Poorly insulated garages will be subject to increased temperatures, which means tat the air within the garage will not only take on moisture from inside, but could also take it from outside. Poot ventilation will keep the moisture locked within the garage.

Another cause of paint deterioration is what is called single-stage paint or your basic enamel. Modern paints are two-stage ie resin hardener combo. However, if after getting undercoated it can still occur if any trace of moisture is on the undercoat when the final point colour is applied. It can occur if a car cover is used and the paint combo if humidity /heat is trapped air which will bring out blisters especially on alloy panels or fibreglass cars.

So, we could be killing our cars with kindness. There is quite a range of covers on the market. Do some research before you buy or use one. The bottom line is, be aware of potential problems wit the paintwork as there could be many other contributing factors.

TR TECHNICAL Tips



UPDATE!

Thanks to those that responded to the previous article in SideScreen regarding the TR Tips.

As described last time, these references have been compiled over a number of years pre-dating the resources that are currently available on the web. We have been working to recompile to enable republishing, but the Committee has discussed the best way to make these available to members. The publications were sold on a not-for-profit basis as a service to and for the benefit of TR Register members. Now that other methods are far more advanced to make them available, it has been decided to make these Tips available electronically in the members' section of our website.

We are currently checking the recompiled information and will "load up" as soon as possible. However, in the interim, Steve will be in contact with those who have reached out since the last article to arrange electronic delivery.

As a reminder, the TR Register does not endorse or guarantee the content of the collections, although general feedback has been that they are a great reference to have handy when one wants to check or identify something that doesn't seem to be playing right!

Until the information is loaded to our webpage, please let Mal Munro and Steve Bradford know if you are interested in obtaining a copy. Contact details in the committee details, page 2.



TR3 SHORT History

Bernard
Doherty

A survivor - not a Concours queen

First published in his local car club magazine, Bernard shares his 1956 Triumph TR3's story.



Number 8 of the approximately 200 assembled in Melbourne.

It has been said that the cracks in the paint of an old unrestored car can be compared to the smile lines on the face of a beautiful woman. It must be said however that this car - although never restored in the accepted sense - is not original.

Purchased in September 1980 for the princely sum of \$1,200.00, Maybe twice what was worth, since its recommissioning it has never been unavailable for driving for more than two weeks.

It was a bit of a mess when purchased with the wrong seats, a TR3a front and bits missing, showing signs of perhaps being raced. Having owned a TR2 in my youth I was keen to get it driving. The tidy up included a repaint, in silver, fitting the later disc brakes to the front and the later Girling rear axle and new seats. (discs were fitted as standard later in 1956).

Soon after getting it registered. my first trip was from Brisbane to Tambo in Western Queensland 1,724km round trip. It was on this trip I managed to get all four wheels off the ground over a cattle grid twice.

I then drove it to work for ten years. After about five driving past two private schools with mums on the drop off run, in their expensive European 4x4s, and many near misses, I decided the original colour of silver was not visible enough so it was changed to the yellow.

In 2000, having sold my business, we decided to move to Albany in WA. This was a week-long saga with my best mate the Blue Healer called Sapphire. A water pump pulley disintegrated on the way up the Toowoomba range, caused by a crack in the wide section recently fitted NOS fan belt. Had pump with pulley in the spares department boot. Crossing the Hay Plain the generator cooked itself. Had a recently restored one in the spares dept which lasted about 100km. The front bearing had never been greased. So we stopped at a service centre and used their picnic table to rebuild one from two. The five volts it was charging and the large battery installed allowed us to get to Albany. In 2005 we decided to move to Warragul so it had its second trip across the Nullarbor. In the 44 years I have owned it I have only been towed once, and that was down to a NOS distributor rotor.

FROM WRECK TO *Honeymoon*

Paul
Cummins

On 22 October 1959, my father bought a second-hand dark blue long-door TR2 with NSW rego number BFK374 from D. Stokes for £650. My future Mum (Eola) and Dad (Ian) were engaged in December 1959 on Dad's 21st birthday. Mum was 19. Early in 1960 on the way home to Griffith from a sports car club meeting, they came across an Austin-Healey 100/4. Being a remote and empty country road, a race ensued. Dad told me that he had comprehensively beaten the Healey, of course. Being a bit in front of the Healey he then indicated with his arm out of the car that he was stopping and started to back off the throttle.

While still rolling slowly, he began to pull over to the side of the road wanting to have a chat. He saw the Healey in his rearview mirror and heard it come off the throttle, disappear behind a small crest in the road before hearing it come back on the throttle as it came over the slight rise. When the driver realised Dad was pulling over he hit the brakes and lost control, hitting the right side of the TR. The car spun and briefly tipped on its left side before landing back on its wheels. The Healey rolled and ended up on its passenger side in the middle of the road.

Except for a bruise on Mum's arm, my future parents were okay. Luckily the side-curtains were on and the soft-top up, which prevented them or parts of them from exiting the car. After making sure Mum was alright, Dad walked over to the wrecked Healey. The driver had extracted himself from his car and was looking at his passenger who was half laying on the road and half in the car. The 100/4 driver picked up his mate's head by the hair and looking at him exclaimed "I think he's dead!". He recoiled and dropped his mate's head with a thump on the bitumen. Dad was obviously fairly angry and said "Good!", which of course he regretted saying (almost) straight away. In the end everyone was okay without serious injuries.

After the accident the TR2 was repaired, painted yellow and re-registered CAW164. In August 1960 it was used for their honeymoon. Besides turning up for the wedding, the only other thing that Dad had to do was to organise the accommodation in Wagga Wagga for their honeymoon. You guessed correctly, he forgot to book. There was a conference in town and everything was booked out. Eventually they found accommodation in a small town called The Rock about 20 miles south-west of Wagga. It wasn't a great start to married life; if only Mum had learnt early on to slip in a reference to a sports car being for sale, he may have remembered. At least the TR2 was reliable.

I first saw photos of the TR only recently, after my parents had died. Even though Dad would own many types of British sports cars over the years, as a kid the story obviously stuck in my brain and would influence me later on. My first car at 17 years old in 1979 was a tired but reliable TR3A.

The price had some influence on the decision too.



Ian Cummins' TR2 bought with Austin A55 from his Uncle John at Yambil St Griffith 1959



TR2 blue BFK374 1960 after accident from front



After accident from rear



TR2 yellow CAW164 1960 after rebuild.

After visiting the Brussels Auto Museum Neville shares these interesting exhibits.



The Ultimate Convertible

Neville visited the Brussels Auto Museum and saw this display. Makes fitting a hardtop look trivial.

*“You call that a convertible?
This is a convertible.”*

1914 Minerva KK

Engine 3.306 cc
4 Cylinder Sleeve Valve
18 hp
Transmission – 3 speed shaft drive

A car boasting a double coachwork: a “Coup de Ville” for the winter and, for the summer a Torpedo. Interchanging was very simple.

The coachwork was created by Jules Goffaux from Marchienne-au-pont. In those days a chassis was a costly affair, hence this was a way to optimise the investment.



1913 Peugeot Type PB1 - Béb 

Engine – 855cc – 4 cylinder – 6 hp
Transmission – 3 speed shaft drive
Top Speed – 60 kph
Weight – 350 kg

The design by Ettore Bugatti was presented in 1919 and represented a small revolution in the market. The double wheel at the left front was nothing other than the spare wheel: Detachable wheels only really came into being after the First World War. You have a one in four chance that if you have a flat, you don’t even have to change the tyre.

CONCOURS *Trophies*

CLUB MEMBER OF THE YEAR

Our Club Member of the Year shield is presented annually to celebrate the member(s) who has/have been selected for their great contribution to the Register over the past year. The shield has had the name slightly changed from “Clubman of the Year” to “Club Member of the Year” but as can be seen in the original shield, only one more winner could have been added.

The shield was presented to the club by our past president and life member Gavin Rea and his wife Kim in 2009. Sadly, much loved Kim passed away recently after a long illness.

Working with the trophy maker Adam at Sydney Trophy Centre, it has been modified in design to fit new recipients through to 2047, while still maintaining our Register logo. The shield recognises members who have greatly contributed to our club and include: Tony Knowlson, David Pearce, Robert Schafer, Rick Fletcher, Bob Adams, John & Leonie Johnson, Bob Watters, Brian Richards, John Kay, Noel Schmidt, Paul Bingham, Peter Clarke, Terry & Jenny Hicks, Mary Bird and Kerrie Holliday.

The shield is a convenient size to carry in our small sports cars and presented at each year's national concours. We always look forward to seeing who has earned the recognition the shield brings.

Contributed by Russell Holliday

TRAVELLING TRIUMPHS TROPHY – Attention Canberra entrants

Commencing with the Stanthorpe Concours in 2023 the Travelling Triumphs Trophy was repurposed and awarded annually to the member travelling the greatest distance by odometer reading from their home to the Concours in a Sidescreen TR. The trophy is 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 a sheet marked Travelling Triumphs Trophy ENTRANTS and will require the following information.

- Member's name
- Home town and State
- TR model
- Start mileage
- Canberra arrival mileage

Contributed by David Pearce



One of the highlights of the Concours event is the Concours dinner and presentation night. Don't miss the fun of dressing up for this gala occasion.

Concours Dinner & Presentation Night

Theme: Australian Icon

Saturday, 2 November 2024

6pm—11pm

Bus from accommodation to venue

CANBERRA *Capers*

Hi Everyone

A number of us left Canberra on 24 July 2024 for a Xmas in July run to Young, Wagga wagga and Tumbarumba.

Our first stop was at the Harden Bakery for morning tea. Our original intention was to stop at our usual Café (Terracotta Café) but discovered it has now closed.

From there we proceeded to Young where we went through the Railway Station Museum and Poppa's Fudge and Jam Factory where we had no choice but to purchase some of their tasty wares. Dinner was at the Young Services Club.

On Thursday we headed off towards Wagga Wagga via Junee. Our intention was to detour through Bethungra to visit the 360-degree spiral railway which was built in the 1940's and is one of Australia's most significant rail engineering feats of its time. Unfortunately, our SatNav system was unable to locate the railway despite taking us off the bitumen onto a dirt road that was not in very good condition so we decided to cut our losses and go on to Junee.



In Junee we visited the Roundhouse Museum which is the largest of its kind in the Southern Hemisphere. We were taken on a tour of the museum by a couple of enthusiastic volunteers, one of whom worked with Graham Brohan's father at the Goulburn Railway many years ago. The museum is well worth a look if you are in the area. They have many train engines and carriages, some of which have been restored to their former glory and have steps attached for those wishing to climb into them for a closer look. Some of them date back to the early 1900s.

After the Museum we proceeded to the Licorice and Chocolate Factory for lunch.

From Junee we will drove on to Wagga Wagga through consistent rain where we booked into the Rules Club Motel. Because of the weather and our late arrival in Wagga Wagga we did not do any sightseeing there.

On we departed Wagga Wagga in pea soup fog heading towards Tumbarumba where we stayed for two nights. We were expecting the fog to be even more there because of the higher altitude, but we were pleasantly surprised to be greeted by bright sunshine and no wind.

On the way into Tumbarumba we toured Glenroy Heritage Centre which included the Pioneer Women's Hut. The Centre is approximately seven kilometres on the Wagga Wagga side of Tumbarumba and is run by volunteers. Admission is \$5 per head.

It comprises of a few buildings which house substantial collections of household items, newspaper clippings, quilts, etcetera dating back to the early 1900's. There is also a small hut devoted to the housing of a fantastic button collection which was collected by a local woman from the early 1980's. The collection is amazing and is beautifully maintained and presented. We spent a couple of hours at the Centre before heading to lunch at the Courabyra Winery.





On Saturday after breakfast and a leisurely morning we went out to Paddy River falls which are about 15 minutes from Tumbarumba towards Tooma. There was a lot of water tumbling over the falls and making its way down the river at quite a pace.

We were booked in for lunch at the Braymont Gardens which are about three kilometers from the falls. The gardens were developed by our hostess over a period of eleven years, six of which whilst she was on her own while her husband was away with his work. She was assisted in her endeavours by a Massey Ferguson tractor that her husband bought her for her birthday (what a lucky woman!).

The middle of winter is probably not the best time to visit the gardens as there is really nothing in bloom at the moment but the work she has done there is fantastic. The gardens include a tree church which she has moulded and is one of only four in the world that she knows of. They have hosted several weddings in the church. We will probably head back to the gardens in springtime when everything should be at its best.

We walked through the gardens before lunch which was served in the owner's lounge area with magnificent views across to the snow-covered peaks in the distance.

Our Saturday night Xmas in July dinner was held in the motel's restaurant. It just so happened that the night we were staying there also coincided with their annual Xmas in July three course dinner. There were 80 guests and the meal was a traditional Xmas roast with ham, turkey and roast potato and vegetables. It was a lovely night and we had a lot of laughs during the evening. We were the last to leave after having a nightcap before bed.

On Sunday morning we originally intended to head home via Batlow and Tumut, but the locals advised that we return to the Hume Highway on the road that we came in on as snow was expected down to 600 metres which would have potentially made the roads to Batlow and Tumut impassable for us.

We stopped for coffee at the Long Track Pantry at Jugiong before saying our goodbyes and heading home.

Our next breakfast gathering will be at the Gryphons Caffé and Bar, Barker Street Griffith on Saturday 10 August at 9.00am.

CONCOURS *Update*

Arrangements for the Concours are well on track. Many of you have booked your accommodation and completed the registration forms. However, there are a number who have booked accommodation, but we are yet to receive their registration forms.

Missing registration forms

We will be in touch with you if you are in that category and provide you with a registration form attached for you to fill out and scan or mail back to us. It is possible that some of you have registered through the Register's online form, but it has not come through to us. Many members have been experiencing difficulty in this regard.

There is still time to register

For those who are considering attending the Concours and have yet to register or book accommodation, it is not too late. We have a small number of motel rooms on hold for us until the end of August and we can take late registrations until then.

Are you interested in being a judge?

More judges are needed for the Concours. To express interest, reach out to Peter (see contact details page 2). It is a great opportunity to learn more about what to look for in the various categories.



NSW Events

Enjoying the extended Xmas in July run were the Hollidays, Hicks, McCormacks, Walls, Rosses, Mitchells and Molesworths. After meeting for lunch at Eling Forest Estate Café, we strolled through the nearby winter gardens of the Red Cow Farm. From here we mozied over to our accommodation for the two night stay in Bundanoon. That night, Terry our dapperly dressed elf extraordinaire, directed the evening's festivities with his usual aplomb. The much anticipated scrumptious dinner didn't disappoint either, served in the private dining room of the Bundanoon Hotel, with its cozy log fire.



Various images from the Xmas in July in the Southern Highlands

A chilly Sunday morning start saw our little cars covered in frost. After carefully removing ice, we set off to drive through the countryside to Goulburn, warming up with coffee at Valerie's Sunroom in a garden centre. Fuelled up, we next enjoyed an informative guided tour of the Goulburn Historic Waterworks and Museum. As the rain set in, we journeyed up to Rocky Hill War Memorial and Museum. The promised views over the city would have to wait 'til next time. However, the museum was excellent and is highly recommended. One most memorable exhibit for me was an original cell door and surrounds, rescued from the demolition of the infamous Changi Prison, only one of two doors still in existence worldwide. Sunday afternoon was a relaxed and happy afternoon visit to the Molesworths.

Afternoon tea at the Molesworth's place.



Inspecting the garage: Andrew Ross, Peter Molesworth, John McCormack, Ian Wall, Russell Holliday, Alan Mitchell, Mal Munro



L → R: Cherylin, Jenny, Jenny, Kerrie, Jenny, Sue, Susie



The Jennies...Hicks, Molesworth & Ross





Our next extended run will be the Rydal Daffodil Festival weekend 14-16 September. Full details are below and it's looking to be another fun time away. If you can't make the whole two night-three days, consider joining in for the Saturday or Sunday. Unfortunately, the late rescheduling of All British Day happens to be the same weekend, on Sunday 15 September at Clarendon Racecourse, Clarendon. It is promised that it will be much improved from last year's dismal organisation. Along with this new venue location, are new payment details for ticket purchase.

On Monday 23 September, we have a day run organised to the southern highland's Red Cow Farm Garden to see its springtime glory. Full details follow.

We'd love to see you at any of the events organised for your enjoyment, be it for coffee, lunch, on a day or an extended TT run.

Coffee Mornings and Lunch in August and September

**Every Wednesday
10am**

Tathra Pub, 8 Bega St, Tathra

- Sapphire Coast Chapter organised run
- Morning tea
- Enquiries Bob Watters, bobtr3@gmail.com

**Sunday 4 August
8am**

Autobrunch - St Ives Showground, 450 Mona Vale Rd, St Ives

- Cars and coffee
- Enquiries nsscc.com.au or Andrew Ross
Andrew@tr-register.com.au

**Wednesday
7 August
10.30am**

Two ferries run

- Meet at McDonalds Richmond, cnr E Market and March streets Richmond
- Trotting though Kurrajong, Blaxland's Ridge and Lower Portland
- Lunch Tractor 828, Ebenezer
Returning via Maroota and Glenorie
- Enquiries and bookings Andrew Ross
Andrew@tr-register.com.au

NSW Events

Coffee Mornings and Lunch in August and September

Wednesday 7 August 10 am	Pie in the Sky, 1296 Pacific Highway, Cowan <ul style="list-style-type: none"> • Morning Tea • Enquiries Andrew Ross Andrew@tr-register.com.au
Wednesday 21 August 12 noon	George IV Inn 180 Argyle St, Picton <ul style="list-style-type: none"> • Lunch • Bookings and enquiries Jenny Hicks hicksjenny50@gmail.com
Sunday 1 September 8am	Autobrunch - St Ives Showground, 450 Mona Vale Rd, St Ives <ul style="list-style-type: none"> • Cars and coffee • Enquires nsscc.com.au or Andrew Ross Andrew@tr-register.com.au
Wednesday 4 September 10 am	Pie in the Sky, 1296 Pacific Highway, Cowan <ul style="list-style-type: none"> • Morning Tea • Enquiries Andrew Ross Andrew@tr-register.com.au
Sunday 15 September Arrive from 7am, 9.30am start	All British Day - Hawksbury Showground, Racecourse Rd, Clarendon <ul style="list-style-type: none"> • New venue promises to be much improved on last year • Arrive from 7am to be in place by 9.30am Close 2.30-3pm <p>New ticket arrangements.</p> <ul style="list-style-type: none"> • \$10 Tickets for displaying cars to be purchased directly from TSOA and posted. • Email sankey.cj@gmail.com with following information: • Email subject to contain: All British 2024 Ticket your surname and first initial <p>Body of email to contain:</p> <ul style="list-style-type: none"> • Car that you will be bringing • Postal address that tickets are to be sent to including post code • Confirm payment has been made by direct deposit to TSOA NSW • Upon receiving your email and confirmation of payment you will receive email confirmation that tickets have been posted <p>Payment details:</p> <ul style="list-style-type: none"> • Westpac, Epping NSW • BSB 032-081 • A/C# 910909 • In recipient's payment details include "TR Register" • Contact Craig Sankey, Sankey.cj@gmail.com for assistance Please advise Andrew of your attendance representing the Register. andrew@tr-register.com.au
Wednesday 18 September 10am	Moses Barnes, 89 Argyle Street, Picton <ul style="list-style-type: none"> • Morning tea • Booking and enquiries Jenny hicksjenny50@gmail.com
Monday 23 September 12 noon	Spring at Red Cow Farm Garden, 7480 Illawarra Hwy, Sutton Forest <ul style="list-style-type: none"> • Lunch at Eling Forest Winery Café, 12587 Hume Highway, Sutton Forest • Followed by leisurely visit to nearby Red Cow Farm Garden showcasing its spring blooms • Booking and enquiries Jenny Hicks hicksjenny50@gmail.com

TTs Extended day run

14-16 September
Meet at 10am

Rydal Daffodil Festival Weekend Run

Two night stay, arriving Saturday 14^{Sept} departing Monday 16 Sept

- Book yourself into Black Gold Motel
121 Main St, Wallerawang, 02 66557305.
Cabins \$175

Meet at Glenbrook Visitor Information Centre, Glenbrook

- Morning tea at the Fibro Majestic, 7A Sylvania St, Mt Victoria, the lovely mountain retreat of Andrew and Jenny Ross.

Depart for Rydal Daffodil Festival \$10pp.

- BYO picnic lunch recommended as food there can be scarce.
- Dinner at the motel both nights.

Sunday run to the historic Zig Zag Railway.

- Book your own tickets for 10.30am return trip \$35pp.
- Lithgow lunch, followed by visit to Small Arms Factory Museum \$7pp
- Then to Hassans Walls Lookout on return to the motel

Come for Saturday or Sunday, or join us on the two night three day run.

- **Enquiries Andrew** 0412 274 635, andrew@tr-register.com.au

Upcoming Events

Saturday
19 October

Twilight Dinner Run to Mooney Mooney Club, meeting at 5.30pm.

- Bookings to Andrew Andrew@tr-register.com.au

1 - 6 November

November, National Concours in Canberra

Sunday
8 December

Xmas Celebration, venue TBA





A few photos of Ken and Judy Le-Mesurier and Warren and Gail Evans who are living proof that nowhere is too far in a TR with a TRip to WA and back.



BIRTH CERTIFICATES

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





The Classics and Coffee mornings continue to be popular with a diverse group meeting every Wednesday morning.

Register members continue to join the group when travelling in the area. The late Peter Standen was a regular visitor and members were shocked at his sudden passing. Our condolences go to Peter's family and friends.

Other visitors have included Gary Chapple a long time Register member from Sydney and Paul Kelly from the Central Coast. Many members will remember Paul's fantastic TR3A that won the Concours many times in the early 2000s.

The Chapter will be well represented at the Canberra Concours and some joined the ACT Christmas in July event.

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 | Chapter Coordinator



SOUTH AUSTRALIAN *Events*

Visit to Finch's Restoration



After a fair bit of back and forwarding, a visit to Finch's Restorations was organised for the Adelaide group in June. This visit was originally proposed for the warmer months in September but events on both their end and ours caused considerable delays but ... *persistence pays off!*

Finch's is a unique business as it is not a panel shop but dedicated to the restoration of historic and unique vehicles. Most work is conducted in-house. Located in Mount Barker in the Adelaide Hills, the family business is now over 50 years old - albeit with a few different owners over that period.

We ended up with a group of about a dozen and despite the inclement weather still had about five sidescreens and a Lotus. The owner took us around the workshop and had many stories to tell. Overall it was about a two-hour tour and I think he was still talking when we left to get to the pub in time for lunch!



While he was not keen on us taking photos they had quite a range of cars in works including Jaguars, Daimlers, BMW (a rare one we were told), Mercedes and a variety of trucks including one where the owner had passed away while the vehicle was being restored, a not uncommon occurrence apparently! One of the notable vehicles was the 'Chicken Coop XB Falcon' which was in the process of being rebuilt. You can google that phrase and read all about it but I have enclosed a picture from the article showing the car in its coop. A coupe in a coop if you will!

Obviously chickens and rats are not conducive to the upkeep of a vehicle so some panels needed to be sourced to repair the car and Finch's were able to track down two OE rear quarter panels that the owner agreed to part with for a tidy sum of \$30k! TR parts are looking pretty cheap at that rate.

To put this into some sort of context it was explained to us that of all the cars in the shop at the time, the Falcon was the only one that would be worth more than the cost of the vehicle and restoration. You may not want to share this information with your partner if you choose to get a restoration done here!

The average restoration was three years but the time taken was based on the frequency of your restoration work. Finch's divide time into two week blocks and program the work into those cycles. If you are cash rich you can have your car worked on continuously, if you are



keen to still pay your mortgage and eat then you may program the work every four or six weeks or if you are like the NT trucking company owner you can program your 1903 truck rebuild into six-monthly cycles to reflect the income stream from your business.

The business had a number of engineers and would scan a body with 3D engineering software so it could be rebuilt mm perfect. This often poses a few challenges with older cars as they were never mm perfect so a difference of 20mm between a feature on one side of the car and the other was not uncommon, then raising the question of making it right or original.



The other significant project they had was a reproduction SS100 Jaguar which was going through its shakedown prior to shipment to Florida. They have been building these vehicles for over 50 years. Strangely enough it was about that time I saw a Jaguar SS100 at a car show in Adelaide which is what got me interested in classic cars in the first place.

By another strange coincidence the original owner Ray Finch is still alive and helped me repair a couple of panels during my rebuild and it was only after some time that I discovered the existence of Finch's Restorations and joined the dots.

Funny how life works sometimes ...

A SHORT SA *Report*

Geoff
Bills

The last two or three months have been quiet here—due to the weather, the cold, cars in bits and not much interest shown for previous organised runs.

My suggestion for the next outing is for us to gather as a group at Ron Corso's ponderosa 120 Fifth Avenue JOSLIN on Saturday 7th of September at 12.00 noon where Ron is going to put on a selection of delectable treats which we will happily contribute towards on the day.

Suggestion is for attendees to BYO drinks and chairs.

RSVP to Geoff by Wednesday 4 September for catering.

Ron has got a lot of nice cars to look at which will be of great interest to all and will be the basis for enlightening discussions I'm sure.

Don't forget the Annual Concours to be held in Canberra later in the year. There is a small group looking at going from SA. Anyone wanting to know details contact Colin Baldock who needs to be congratulated on his election to Vice President in the National Committee.

We look forward to seeing many of you at Ron's 7 September.



We in Tasmania were very sad to hear of Peter Standen's passing. He was a good friend often travelling with us; more recently to Stanthorpe. We will remember him in the powder blue TR4 without ever having fixed the overdrive.

Having endured the big freeze and now the wet and windy, there hasn't been much driving to report on.

1908 Star



British Classic Car Show

Three of us (David in the TR3A, Jeff Mount in the TR5 and me in the TR2) attended the event held at the National Automobile of Launceston (NAML). There were some 80 cars and motorcycles on display. The star of the show, literally, was a 1908 Star. Of the motorcycles my favourite was the Brough Superior. The NAML do a good job of promoting various car clubs and marques during the year - an impressive organisation.



Geoff Mount's TR5

Parts run

One of the great things about being in the TR Register is the awesome support in sourcing both new and second-hand parts from Ray and Mal. Last month I took the trusty orange Holden Crewman to meet Mal in New Gisborne; coming back with two front ends to convert Kevin Robson's TR2 to disc brakes, Surrey Top for my TR4, four new wire wheels from Ray as well as two MX5 seats stored in Melbourne.

Difficult jobs

I wish to submit a candidate for difficult TR jobs: the replacement of the bottom windscreen rubber. Now there might be thinner rubbers, however despite suggestions on the internet; no amount of various snake oils will allow the rubber to be pulled in from one end. My method was to use 3 people, two to stretch the rubber while the third used a C shaped tool to slowly prise the rubber into the slot from the middle, working outwards. An hour later it was done.

Our cars

Sadly, Tony Prins has had to sell his TR5 on doctor's orders. This original car went to auction last month and will be a loss to the state. Fortunately, it seems it is going to a Register member.

Kevin Robson is working on his diff (pictured right), having decided to keep the Lockheed. Crown Wheel and pinion appear good, but it has the same issues my diff had with backlash in the sun gears.



Stephen and Ginetta Rochester have got the powder blue TR3A registered and on the road. A new diff has been sourced from the USA; taking four days to get to Australia and five days to clear customs. This was originally the spare for the race car, stored and later resprayed in Queensland before being finished in Tasmania.

David Pearce has the front springs out of the Peerless only to find they were not the problem - the body was out of alignment.

There are no additions to coming events.

Tony's Test - The solution

Majestic Theatre Car Park, Pomona Qld, a day trip during the 2015 Noosa Concours in September.



David's TR3A and Hugh's TR2.

CAR CLUB Chat

Useful websites

- TR Register New Zealand
<https://trregister.co.nz/>
- TR Register United Kingdom
<https://www.tr-register.co.uk/>
- Triumph Register of America
<https://www.triumphregister.com>
- TR Register Ireland
<https://www.trregisterireland.ie>
- Triumphs in Australia - TSOA State Clubs
TSOA New South Wales <http://tsoansw.org.au/>
TSOA Queensland <http://www.tsoaq.org.au/>
TSOA South Australia <http://www.tsoasa.com/>
Triumph Owners Tasmania <http://www.triumphownerstasmania.com/>
TSOA Western Australia <http://www.tsoa-wa.com/>

Going to Concours?

Consider travelling in convoy.

Why?

- You have expertise on hand if things go wrong.
- Safety in numbers - don't get waylaid alone.
- Build new friendships.
- It's *fun*.

Other publications



Morgan Owners

<https://www.morganownersclub.org.au>



Toronto Triumph Club

<https://torontotriumph.com/>



TR Register New Zealand

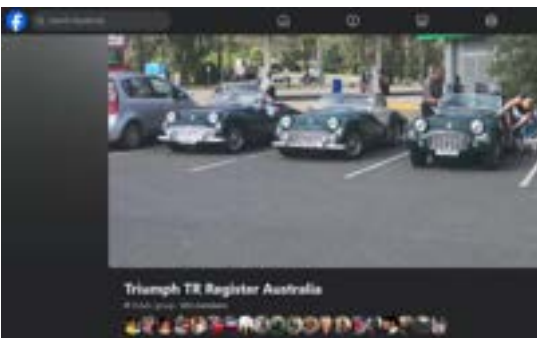
<https://trregister.co.nz/>



TR Register Ireland

<https://www.trregisterireland.ie>

On social media ...



Instagram



Don't forget to check out our Facebook page.

Last minute events are added, questions without notice and corresponding advice that is prompt and insightful.

The insta account has changed

Formerly, Merimbula Concours—it is name renamed:

trr_national concours

Follow for updates leading up to and during the event.

