
Sidescreeen



**JOURNAL
OF THE
TR REGISTER
AUSTRALIA**

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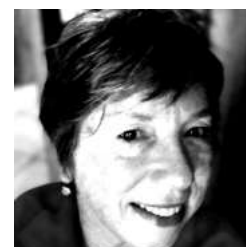
editor@tr-register.com.au
www.tr-register.com.au

Front Cover: Canberra Concours 2014 heading to the display day. [Photo courtesy of Rick Fletcher]

Back cover: Top - Canberra Concours 2001 Assembly. Can you find your car?

Bottom - Canberra Concours Paparazzi. How many do you recognise?

Back cover photos courtesy of Bob Watters, Historian



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Included in this issue is the latest
Parts List (September 2024)

News Flash

It's not too late to register for the Canberra Concours. Don't delay any longer. Reach out to Peter McEwan TODAY! Mid Oct is final deadline

From the editor

Where did 2024 go? It's October already with the Concours just over the horizon. I hope your preparations are in progress:

- ☒ car servicing?
- ☒ joining a convoy?
- ☒ itinerary planning?
- ☒ costume organising?

This *Sidescreen's* covers (front and back) feature images from previous Concours events in our nation's capital - to get you in the mood!

In this issue, we see lots of photographic evidence of Spring outings and club member fun!

President Ian has been out and about - joining club events and bumping into interesting club members.

All this activity happens as a result of lots of hard work by people in the club - committee members, state coordinators and other unsung heroes. Clubs like ours rely on these volunteers. And, did you know we have been at it for nearly 50 years?

Read about potential celebrations in Bob's historian report, page 6. Make sure you are a part of them.

Happy travelling. Hope to see you in Canberra.

Mary



& Scout

PRESIDENT'S *message*

Greetings members

Another good read in this Sidescreen so sit back with your beverage of choice and enjoy.

Firstly please check to see if you are financial. If not send your renewal to Andrew so you can keep up to date with our goings on.

Our National Concours in Canberra is fast approaching. It will be another great event. There are good numbers so get on board and come along. Still time to book.

The theme for Saturday night is come dressed as an Aussie icon. Yes, some will come as they are thinking they are great icons. The Tuesday is Melbourne Cup Day at which you will hear the running of the Register Cup - a fun event.



Spare parts list

In this edition you will find a hard copy of the up-to-date parts list and pricing. Consulting with our parts gurus Allan Bare and Ray Kasparian, we felt it is time to send one out. This will help those that are not up to date with computer skills, and it will be handy in your workshop. Colour pictures are on the web site if that's more your thing.

Next committee meeting

At the next Committee meeting in November, we will be inviting State Coordinators to join in from 7pm. Questions or ideas you may wish to convey can be sent via your coordinators or to the committee. Or, come along and have a discussion at the Sunday morning Forum after the Concours.

Friday coffee club in Melbourne

Ray Mullins and I ventured down to Melbourne for the day to the Friday coffee club of the Victorian Chapter to catch up with everybody. There were around 20 in attendance and the chatter of boys on one side and ladies on the meant it was very loud [photo in Victorian News].

With no State Co-Ordinator it was deemed to have each member organise an event, drive or gathering to keep everybody connected. This is a good outcome. My goal is for Tracey and I to visit each state for a coffee morning or an event in the next twelve months. Let's see how we go.

A treasured Broken Hill member

On a recent excursion to Broken Hill I caught up with long time member Bruce Lord. He is a treasure. His collection of vehicles and enthusiasm is wonderful. Bruce is about to start on the body restoration of TS 940 L, 8 March 1954. Olive Yellow is the original colour. The motor and gearbox are done. He has to go to Adelaide to get the gearbox from Bob Anderson.

His first TR experience was at the age of ten, when his father brought one home from Adelaide to be sold through their dealership. I found out during our visit that Bruce and I are Brothers in Freemasonry and he is the youngest Freemason of Broken Hill Lodge (now



Ian
Cuss

Tracey and I were given the royal tour of the lodge and its amazing building. Thanks Bruce for your hospitality and hope you enjoy the parts list.

That's it from me

See you in Canberra.

Ian Cuss

President | TR Register Australia



Albury convoy

A group of TR enthusiasts will be meeting to travel in a convoy from Albury.

- Meeting at 10am
- Thursday, 31 October
- Arriving Canberra later that day (extra night's accommodation required)

Reach out to Ian for details.

SECRETARY'S *Report*

Steve
Bradford



Hi everyone

I'm finally getting up to speed. Thank you to everyone who has helped me on that path, and also the many emails of support from members!

As you are aware, the Committee meets every two months. By the time of this Sidescreen, if you haven't received the minutes by email, can you please let Andrew Pitchford and I know so that the membership records are updated/correct and you don't miss out on any communication. The next Committee meeting will be in late November.



As always, if you have something you want or need raised for the Committee, send me an email!

I am also updating mail out lists for communications that we receive from external bodies that TRR is involved in. These are:

- NSW Historic Motoring Association
- (Vic) The Association of Motoring Clubs
- Council of Motor Clubs

The communications cover many matters from regulation changes to upcoming events. If you are interested in these notices, please let me know and I will forward when I receive them.

Stay safe and don't forget to have fun!

Steve

Secretary | TR Register Australia



TR Register 50th Anniversary

**50th
Anniversary**

2026 is a significant year for the club as it is the 50th anniversary of the formation of the club in April 1976.

The committee has formed a working group to review the most appropriate ways to celebrate this important milestone. Rather than recognise the date of the initial meeting it was decided to have an event to celebrate the club's first run on 16 May 1976.

Initially it was thought that a national event would be the best option. However, after consideration it has been decided to hold state and regional events to ensure maximum involvement from the membership Australia wide. It was also recognised that a national event in May would very likely affect the number of members attending that year's concours.

The 2026 concours (the location is yet to be decided, any volunteers?) will be a celebration of the first 50 years of the club.

*The first run was
held on Sunday
16 May 1976.*

The first run was held on Sunday 16 May 1976 so the weekend of 16/17 May 2026 is the perfect opportunity to hold the anniversary event. It will be left up to states and local regions to decide the type of event, a day run or a weekend away or just a celebration dinner. However, whatever form the event takes needs to be supported by as many members as possible. This will only happen once so let's make the most of it.

The club is also planning to publish a history of the first 50 years, have special anniversary regalia and create a commemorative car badge.

Regular updates will be published but start planning now to ensure the anniversary is celebrated in a manner befitting the occasion. Early photos and anecdotes will be sought for the publication so dig out the old photo albums and take a walk down memory lane to revive those forgotten memories.

Bob Watters

Historian | TR Register Australia

TONY'S *Test*

Tony
Knowlson



What is it? & Where is this car now? Answer page 21.



MEMBERSHIP *Report*

Andrew
Pitchford



We have had a good response to membership renewals over the last couple of months with now 230 financial members.

In the next week or so, I intend to send out reminders to those 100 odd 2023/2024 financial members who have still not renewed their membership for the 2024/2025 year.

Just reminding people who have not renewed that Membership fees remain unaltered from previous years at:

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

Changing our payment system back to Direct Debit seems to have been well received encouraging a number to renew.

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

Instead - please make all payments by direct deposit (preferred) to the club account. Details are provided below:

Account Name: TR Register Australia

BSB - 032 087

Account No. 152432

Reference: Your name and / or membership number.

Add a brief description of what the payment is for.

For those members who are unable to pay by Direct Debit, payment by cheque or Credit Card is still possible by emailing your Credit card details and Expiry Date and on a separate email the CVC number to the Membership Officer or posting your cheque to:

The Membership Officer
TR Register Australia
12A Stanhope Street
Mont Albert VIC 3127

New Members

No new members have joined the TR Register since the last Sidescreen publication.

Andrew

Membership Officer | TR Register Australia

Have you missed renewing your membership?

It is easy to overlook. Here's how to find out your status:

On the address coversheet of your mailed Sidescreen, it will be marked UNFINANCIAL if you have not yet paid your 2024/25 membership fees.

If that is you - you know what to do!



MYSTERY TR3A

Andrew
Gibson

Andrew Gibson needs your help to solve this mystery. Does anyone remember this car? Better still, does anyone know where it is now?

The story

These photographs are on the wall in a resident's room in an Aged Care Facility in Bateman's Bay.



The resident only remembers that he sold the car to a pilot on the North Shore. He can't recall when (but obviously some time ago).

I tried to find a Commission Number through the RTA using the number plate, but - no joy there.

Does the Pale Blue 3A in the first picture with the aerial mounted on the right side of the scuttle give any clue?

Does anyone recognise any of the people in the pictures?

The resident would like to know anything we can dig up about the car after he sold it.

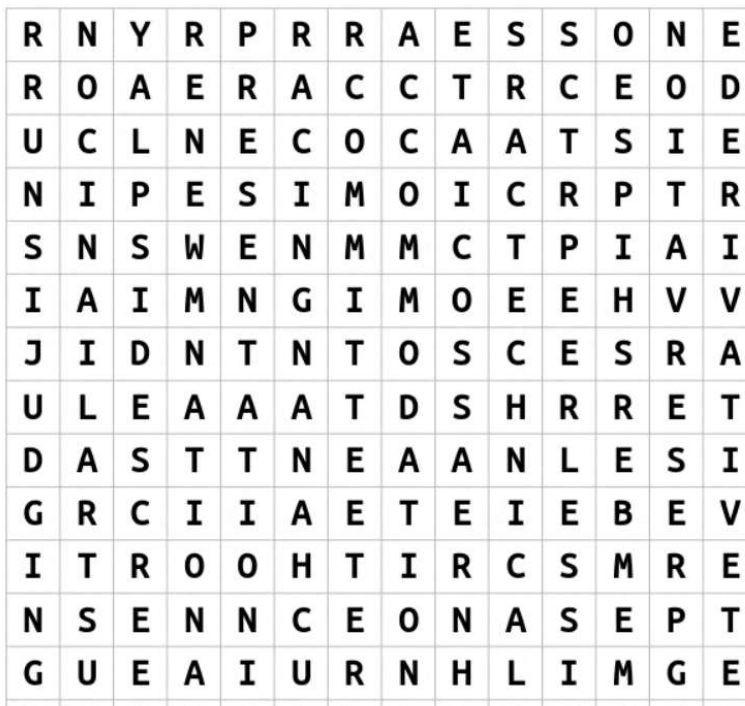
Call me/email/text anytime with any information you can share.

Thanks

Andrew Gibson
0438 648 351

Find these words in this TR Register Wordsearch

accommodation technical
associate touring
Australian Icon
Buchanan
cars
committee
Derivative
display
judging
membership
national
Peerless
presentation
racing
renew
runs
sidescreen



CAR CLUB Chat

EX - WORKS SIDESCREEN RALLY TRs FOR SALE

Hall and Hall, a motor dealer in Lincolnshire in the UK, currently has not one but two former factory rally cars for sale. Both appear in pristine condition, coloured apple green with disc brakes and both are P.O.A. However, given the current exchange rate it may well put them in the too expensive basket from an Australian enthusiast's viewpoint? For further details, contact numbers etc. go to carandclassic.uk



1958 TRIUMPH TR3A VRW 221

This TR was used in the 1958 European Rally Season and is widely known as the TR driven by the Australian crew of David McKay and David Lewin in the gruelling 1958 Tour de France. It is thought that this roadster is now the only remaining factory rally TR from 1958 that has not been scrapped. Asking dealer price is P.O.A.

1957 TRIUMPH TR3 TRW 736

For sometime the actual whereabouts of this particular small mouth ex-rally TR3 was unknown although the registration number was apparently known to exist. The factory history of this TR3 is well known in that it competed in the 1957 Tulip Rally along with the Liege - Rome - Liege. Asking dealer price is P.O.A.

1960 TRIUMPH TRS (927 HP)

Whilst browsing on the U.K. website, you will also come across this extremely rare 1960 TRIUMPH TRS (927 HP) for sale for only £345,000 English pounds. Yes an eye watering £345,000? Once again, the factory race history of the Le Mans Triumph team of 1960 and 1961 and this very special TRS, (927 HP) one of four ever made, is well recorded and known with the Triumph Competition Department closing down shortly after Triumph's highly successful 1961 Le Mans 24 hour race. For more sale details, contacts photos etc. go to the website.

Contributed by Graeme White

Useful links

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/>

Follow us on

facebook

Triumph TR Register
Australia



trr_national concours

TURN SIGNAL INDICATOR AND *Horn Conversion*

Technical encore: This article was submitted in September 2012. Hopefully some of Simmo's experience may benefit others.

When, during a long telephone conversation, I was negotiating the purchase of the 1958 TR3A, with a guy in Perth, he was telling me that the steering was in A1 condition. That statement made me just a little suspicious because over the years I have owned a few of these cars and found the steering quite prone to wear.

I eventually went down to Sydney and picked the TR up from the trucking depot, washed off the Nullarbor Plains Sand and proceeded to drive it home, across the Blue Mountains.

During my Evil Knievel type negotiation of the hairpin bends I just knew that the guy wouldn't pass his Boy Scout Truth Badge. Then again he was trying to sell it and he was located some 4,000 KM away so why not guild the lily just a little, or even a lot!

I bought a Moto-Litre Steering wheel with the Boss to suit the original TR central hub and horn button arrangement and I knew that it would not be possible to maintain the indicator and horn button system. I couldn't find much out about how others had tackled the problem so the way I figured it out is as follows. It may be of interest.

Firstly purchase an MGB combination Trafficator, Horn Push, Headlight Dip and Headlight flash unit. Lucas Part No 39309.



The Moss outer steering tube and inner steering shaft end up, with some fiddling for correct adjustment, in a very good relationship for mounting the Lucas unit on the end of the tube and the steering wheel having just an exact amount of clearance at the bottom of the boss not to foul the switch.



A 6.5mm hole needs to be drilled at the end of the tube in order to locate the switch in a non rotational locking position.



A 4mm dome nut with the threaded part of a matching screw, with head cut off, will act as a cancellation button. This is achieved by drilling and tapping the steering shaft in the correct position and with the aid of Locktite, mount the dome nut so it will never vibrate out.

Use an MGB shroud

An MBG shroud, with some modifications, will house the Lucas switch. The shroud needs to be shortened, as shown, but by doing this you lose the bottom two screws, with imbedded nuts, that hold the two halves together.

This can be overcome by making an aluminium bracket, mounted with the aid of three Screws. One crew locates to the steering tube and the other two hold the two halves together at the bottom end.

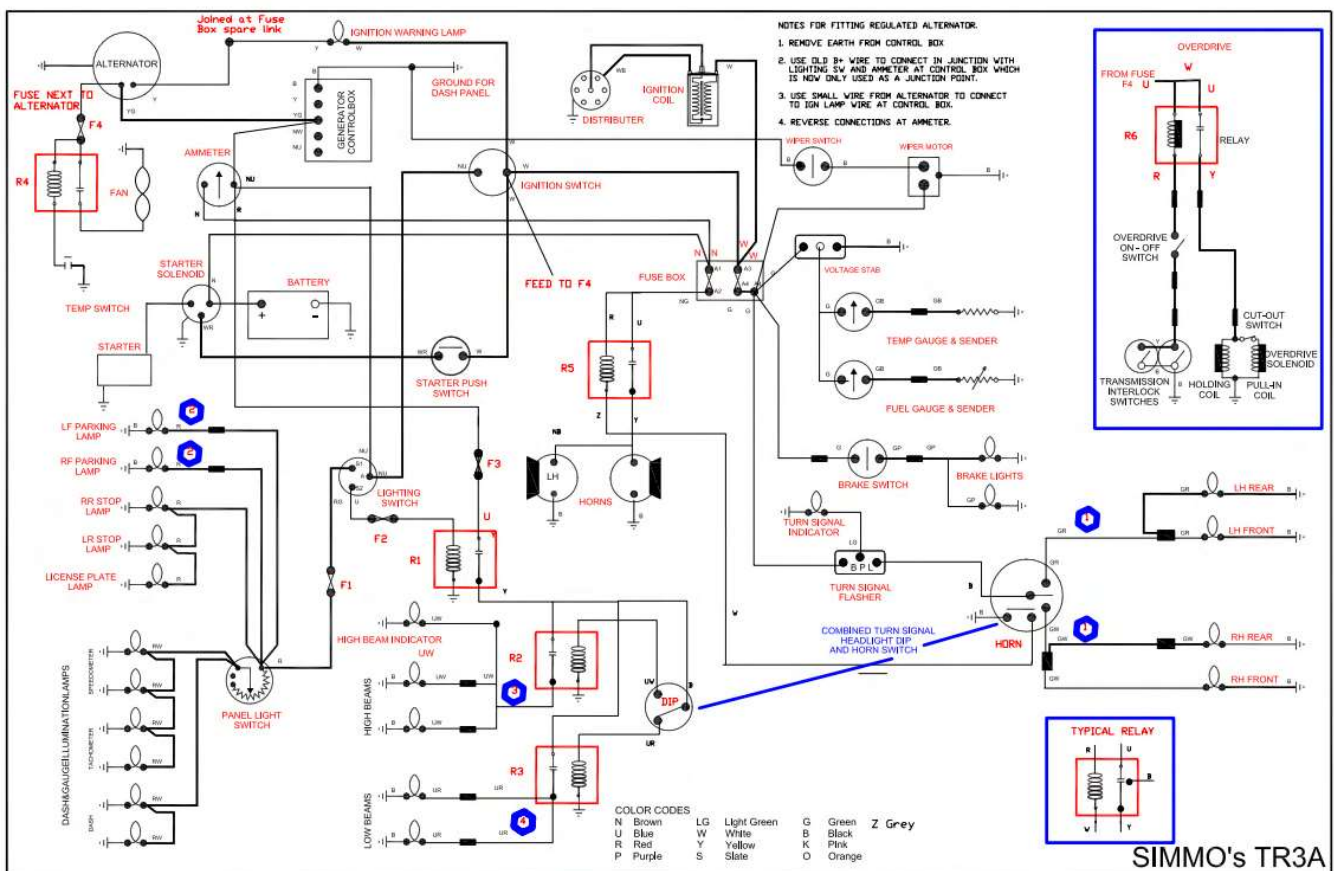
A little bit of relieving of the plastic is also required to clear the speedometer glass face.

If you really want to bring the car into the 1990s you can remove the foot operated headlight dimmer and transfer the wiring to the Lucas switch. It gives you a horn push and even a headlight flash which saves one lifting a finger from the steering wheel in order to give recognition to that oncoming TR.

Required relays

Certain relays are required for this and in my opinion the introduction of some much needed additional fuses and other operating relays makes the car very thankful.

I have included the modified Wiring Diagram to offer assistance.



To enlarge this diagram, see the original article in the **Sidescreen archive** on the website (Ed).



CANBERRA Capers

Peter
McEwan



Hi Everyone

It's only a few weeks before members start arriving for our annual National gathering for the 2024 Concours in Canberra. I thought I would update the responses we have so far for those who may be interested.

We have received 59 registrations comprising 47 Sidescreens, three derivatives, five other TR models and four modern vehicles.

Registrations	
NSW	43
Victoria	25
QLD	17
SA	12
ACT	9
Tasmania	4
New Zealand	2

Our "Australian Icon" themed presentation dinner has 112 attending so all augers well for a great evening.

For those staying for the after tour we have 61 for the Monday run to Braidwood and lunch at the Elrington Hotel, an historic Pub in nearby Majors Creek.

On the Tuesday there are 51 attending our Melbourne Cup function. This was advertised as a Melbourne Cup Luncheon but the Club has just advised us that the restaurant will be closed for refurbishment from mid-October to mid-November and therefore not available for our use. The Tuesday morning is a free morning so we suggest that those attending the function have their lunch prior to gathering at 1.30pm back at the Club.

We will have 41 for the farewell lunch at the George Harcourt Inn on the Wednesday.

It is pleasing that we have five cars entered in the Originality class this year with two in excellence, 22 in road, 17 in display, one in competition and three derivatives.

The local Triumph Car Club will also have a number of their members bring vehicles to display.

We are looking forward to welcoming attending members to Canberra for this year's Concours.

Coming events

Our next breakfast gathering will be:

- 5 October
- Gryphon's Caffe and Bar
Barker Street Griffith
- 9.00am

Kind regards

Peter McEwan
ACT Coordinator



BIRTH CERTIFICATES

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



Concours Program

Date & time

Event details

Friday
1 November
2.30 - 5.00pm
5.30 - 6.30pm

Registration at the Quality Inn

Welcome reception

- Drinks and nibbles
- Dinner - own arrangements



Saturday
2 November
9.00am - 3.00pm

Concours/Judging of cars

- Old Parliament House Treasury Lawns

9am-1.30pm The Little Burley Markets
Other attractions: National Portrait Gallery, The High Court, The National Library, Questacon, Democracy (Old Parliament House).

6.00-11.00pm

Presentation dinner

- Theme "Australian Icon"
- Ainslie Football Club (shuttle available)

Sunday
3 November
9-10.30am
12.00 - 2.00pm

Member Forum

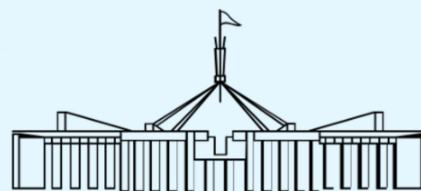
- Quality Inn

Farewell Lunch

- Tallagandra Hills Winery, 1692 Murrumbateman Road, Gundaroo

2.00 - 5.00pm

After Tour - explore the nation's capital



Monday
4 November
10am

Drive to Braidwood

- National Trust classified town, the first to be listed on the NSW State Heritage register.
- Explore boutique art, craft and clothing stores
- Drive to Bungendore

Tuesday
5 November
1.30pm

Melbourne Cup Event

- Quality Inn
- After lunch event (eat beforehand)

Wednesday
6 November
From 10.30am

Drive to Federation Square

- Shops, galleries and even a large bird aviary of Australian birds and some small animals
- Visit Cockington Green Village - miniature English village

12.00pm

Farewell lunch at the George Harcourt Inn (in Federation Square)



NSW Events



Andrew & Jenny Ross at the Mt Victoria residence.



Meeting the gnome man.



Attacking dessert in Wallerawang



Aboard the zig zag train.

The **Rydal Daffodil Festival Weekend Run** in September was a relaxed and happy occasion. We met for a most delicious brunch at Jenny and Andrew's countryside Fibro Majestic retreat and a guided tour of their pretty spring garden. Fuelled up, we drove to Rydal for the daffodil festival, visiting many lovely private gardens as well as Gnomes Ville, the spiritual home of the Australian Gnome Convention with over 1500 gnomes displayed. To our surprise, the oldest gnome on display was made in Germany in 1802, over 220 years old.

From Rydal we took a very scenic drive to Wallerawang, dodging the potholes mostly hidden by the afternoon shade along the way. The Black Gold Motel was our accommodation for the next two nights. Resting inside the historic 1881 Wallerawang School, the old school was purchased in 1995 and is now a fantastic motel offering a huge variety of modern accommodation with rooms, suites, villa and cabins. It celebrates both the school's history as well as the historic coal mining heritage of the area in a very tasteful manner. The motel's onsite restaurant, The Crib Room, to our delight was exceptional and has won many well deserved awards. Sadly it wasn't open on Sunday, so we had to suffice with the nearby Bowling Club the following night.

After a very chilly night, with temperatures below zero, the trusty TRs started perfectly for the morning drive to the heritage steam Zig Zag Railway, established in 1869. The devastating Gospers Mountain bushfire in December 2019, severely damaged infrastructure there including the toilets, office, storage containers, railway sleepers, communications hut and signalling equipment. It was brilliant to see new facilities built by its tireless volunteers that enabled the railways reopening in September last year.

Following our steam train trip, we headed back to Lithgow via Hassans Wall Lookout.



Zig zag railway



Sue's Wallie TR2A "Deerl" with blooming



It was worth the partly dusty dirt road to see magnificent views from this the highest scenic lookout in the Blue Mountains at 1100 metres above sea level (right).

From here we then lunched at The Lithgow Tin Shed, highly recommended if you're in the area. After lunch, we toured the historic Eskbank House and Museum. We had planned to visit the Lithgow Small Arms Factory Museum but bizarrely it was closed due to a break in and robbery. NSW Police advise an ongoing permanent amnesty for handing in the remaining 14 valuable handguns. Just saying...lol.

Monday morning we headed for Portland. Instead of artwork on grain silos, Portland has huge monochrome artwork on eight tall cement bins, featuring five men and a woman who worked at the cement works. Painted by Guido Van Helten in early 2018, it celebrates the Portland Cement works which operated from 1902 til 1991, producing cement used throughout Sydney. Portland had become known as "the town that built Sydney".

After coffee, we strolled the streets of the CBD next, admiring painted advertisements from 1895 to 1960 which decorate the walls of the local shops. All in all, a very good weekend away in our little cars.

We have an upcoming **twilight dinner run to Mooney Mooney** planned for mid October and then the **Canberra Concours** to look forward to. Please join us at any event advertised if you can or contact the organisers for more information.

Looking forward to seeing old, and meeting up with new TR friends, especially at the upcoming ACT Concours.



Lunch at The Lithgow Tin Shed



Silo art & Russell Holliday's TR3A



Runs in October and November

Coffee mornings, lunches and runs

Every Wednesday 10am	Tathra Pub, 8 Bega St, Tathra <ul style="list-style-type: none"> Sapphire Coast Chapter organised run Morning Tea Enquiries Bob Watters, bobtr3@gmail.com
Wednesday 2 October 10am	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 6 October 8am	AutoBrunch, St Ives Showground, 450 Mona Vale Rd, St Ives <ul style="list-style-type: none"> Cars and coffee Enquiries nsscc.com.au or Andrew Ross andrew@tr-register.com.au
Wednesday 16 October 10am	Moses Barnes, 89 Argyle Street, Picton Morning tea Bookings and enquiries Jenny Hicks, hicksjenny50@gmail.com

Coffee mornings, lunches and runs in October and November

Saturday
19 October
5.30pm for 6pm
dinner

Mooney Mooney Club, 5 Kowan Rd, Mooney Mooney

- Saturday Twilight Dinner Run to Mooney Mooney Club
- Bookings and enquiries Andrew Ross, andrew@tr-register.com.au

Sunday
3 November
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
6 November
10am

Pie in the Sky, 1296 Pacific Highway, Cowan

- Morning Tea
- Enquiries Andrew Ross, andrew@tr-register.com.au

Wednesday
20 November
12 noon

George 1V Inn , 180 Argyle Street, Picton

- Lunch
- Bookings and enquiries Jenny Hicks, hicksjenny50@gmail.com

Extended TT runs

Friday -
Wednesday
1-6 November

National Concours Canberra

- Friday to Wednesday inclusive of aftertour
- You may want to travel together if coming a long distance, or are new to the Register.
- Contact Andrew if you need travel advice
andrew@tr-register.com.au
- Contact Peter McEwan for concours advice
macsdunlop@yahoo.com.au

Upcoming events

Sunday
8 December

Xmas Celebration, Nepean Rowing Club, Penrith.

- Lunch on the deck midday.
- Bookings and enquiries to Kerrie, kerrieholliday@hotmail.com



Pie in the Sky coffee morning with NSW members, Wednesday 14 August.

[Photos courtesy of Renate Polglaze]



Two TR3As and a Stag at Red Cow Farm



L-R: Brian & Gwen Richards, Jenny Hicks, Russell Holliday & Terry Hicks @ Red Cow Farm [Photos

POTPOURRI *of pics*

A collection of photos sent in from members



Superhero on a TR run?
Photo - Paul McEwen



Richard & Trish Lewis on the
NSW Red Cow Farm run 23 Sept.
Photo - Kerrie Holliday



Triumph Roadster
Photo - Paul Bingham



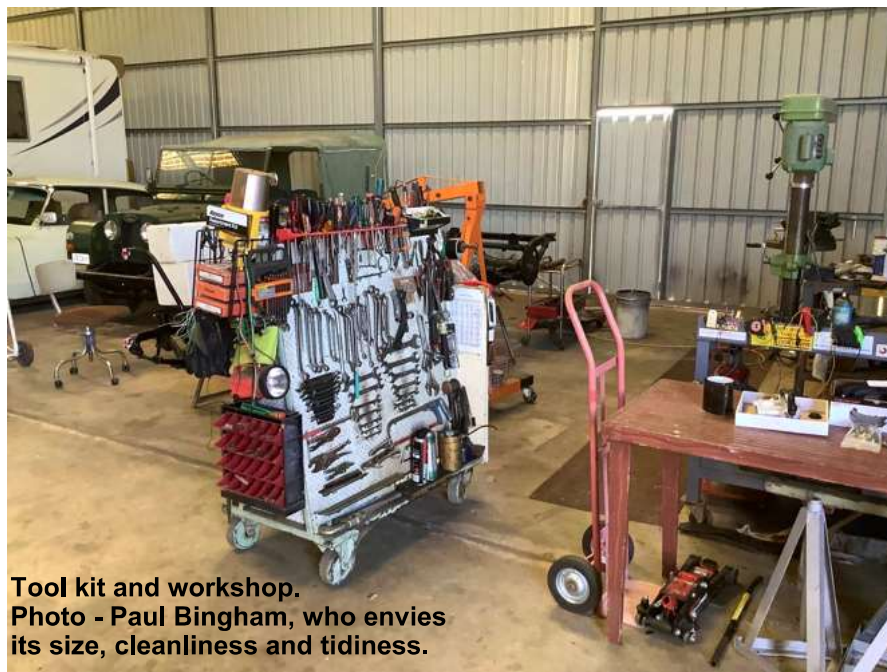
Cars at the 2014 Canberra Concours
Photo - Bob Watters



Workshop
Photo - Paul Bingham

Editor's note:

Please send me your workshop images for a photo essay on the same. Let's see the places where your hard work is done!



Tool kit and workshop.
Photo - Paul Bingham, who envies
its size, cleanliness and tidiness.



QUEENSLAND *Report*



Winter Escape to Stanthorpe

June started off with this event. Wet and cold was the order of the day as the cars departed Beaudesert by the scenic route, taking in The Falls and Killarney on the way to Warwick for lunch then on to Stanthorpe. Dinner was at Mara's hotel.



Sunday's weather was clear skies albeit still a little chilly with a brief drive to Glen Aplin for breakfast at Jamworks. This was followed by a guided tour of the Amiens Legacy Centre which showcases the development of the area by the returning service people after WW1.

The next stop was Hearts Vineyard for lunch and of course a sample of the wine.



Monday started with breakfast at Sutton's apple orchard, a few undertook sampling their wares including ciders, liqueurs and preserves before a casual trip home.

Two weeks later we were on the **Samford Art Trail**. We met up at Home on the Green at Red Hill for coffee before heading off to the Samford Valley. With 23 galleries and 46 artist displaying, the options were varied and something for every taste. After three hours for viewing and passing Triumphs as you went from gallery to gallery we all meet at the Dayboro Hotel for lunch. After a long lunch, some folk heading for more galleries and others departed for home.

We started July off with a midweek catch up at the **East Coast marina at Manly** for lunch.

Mac's Bridge Classic Car and Aircraft

The premier car show in Queensland is Mac's Bridge Classic Car and Aircraft Festival which was held at the Caboolture airfield. With 425 cars displayed along with vintage and WW2 aircraft this year's event was a cracker. The sidescreens grabbed plenty of attention.



Coffee at the Pelican Café, Redland Bay

The last run for July was a short run, meeting at the Pelican Café at Redland Bay for coffee and a catch up before driving to the Pelican's Nest Café at Wynnum for lunch.

Drive to Woodford and beyond

The August drive started at Caboolture before a short drive to Woodford for coffee at the Woodford Garden Café. We then headed off to Kilcoy and cut across to the Brisbane Valley Highway for lunch at the Exchange Hotel at Toogoolawah.

All British Day

September was the All British day held at Tennyson. The good turnout of Triumphs was joined by a pair of Vanguards. It was great to see the return of Ian and Sue McLeish's "Kermit" after an extended period off the road.

Paul Bingham is asking for expressions of interest from members who are interested in joining him on a weekend away in Northern NSW during November. For more please contact Paul directly on paulbinghamtr@gmail.com or 0419 740 717.



Queensland TR Register members out and about at the All British Day.



Graeme and Joy Laurie's TR3A



Graham Smith's TR3A



Ian McLeish and "Kermit"



Save the date

Sunday 24 November - Christmas Lunch

- Details to follow



Coming events October & November

Sunday
6 October
9am

Gold Coast Drive

- Meet at Arthur Earl Park
- Start with a coffee stop then onto a park for an open air lunch
- Members requiring additional information contact Paul Bingham on 0419 740 717 or email p_r_bingham@hotmail.com

Please note BYO picnic lunch and a chair

Sunday
20 October

Scenic Rim Drive

- Meeting at Black Soil
 - Ending at Lavender Farm for lunch
- Full details to follow

Sunday
3 November

Gold Coast Drive

- Meet at Arthur Earl Park
 - Start with a coffee stop then onto a park for an open air lunch
- Members requiring additional information contact Paul Bingham on 0419 740 717 or email p_r_bingham@hotmail.com

Please note BYO picnic lunch and a chair

Saturday
16 November

Later Afternoon/Evening Drive

- Followed by dinner
- Details to follow

TASMANIAN *Report*

Things have been a bit slow in the Island State, with members in semi-hibernation or flying north for the winter. The coming of spring hasn't helped the weather as yet. Seems we haven't got the warming part of global warming just many more lines on the weather map.

The Triumph Owners Club held a run to Huntington Tavern at Kempton on 11 August.

David Pearce in his TR3A and I (in my TR2) travelled down from the north via the Midland Highway stopping for coffee at Campbelltown, where we parked next to a well restored 1954 Chevy. We arrived shortly before the arranged meeting time of noon. After half an hour a Jaguar sedan pulled up with the first two members who advised us the others had got lost!

The plan for the southerners was fairly straightforward, leave Brighton and go to Kempton via Elderslie and Dysart, what could go wrong?

At one o'clock the others arrived. The southerners being late is starting to be a bit of a trend. However, we did manage to get nine triumphs together, not too bad for the middle of a Tassie winter.

Two of our members, David Pearce - in his Peerless GT and Geoff Mount - in his Jaguar E Type, joined the Flying Mile Cruisers on 15 September for a run to Mole Creek Hotel for lunch. Other cars included an MGB, BMW, Holden and Porsche, and two motorcycles: a Suzuki and Triumph Bonneville.

After a prestart coffee the travellers were on their way at 11am heading west for Deloraine and passing through Toiberry, Bishopsbourne and Bracknell. It was flat going up till then, followed by some undulating roads through Cluan and Ormiston. From Deloraine it is another 23km to Mole Creek via Chudleigh and Trowunna Wildlife Park. These are excellent windy roads on the foothills of the Great Western Tiers and well worth the trip. The only mishap was that David managed to snap the key in the door lock but was able to fish out the broken bit with thin nosed pliers. He did have the spare key on the key ring. Not sure that's the right place to keep it!

Three Tasmanians are intending to attend the Canberra Concours: David, Geoff Mount and me. David is bringing the Peerless GT for the Derivative Class, the others in TRs. David and I are returning via Merimbula and Lakes Entrance. Looking forward to once again meeting the other interstate members and swapping stories.

My Doretti experience.

In 1975 a Swallow Doretti was advertised in the Mercury for \$350. I decided this was too cheap to miss so purchased the car which was located at the top of Mount Nelson. Driving down the windy Mount Nelson road, it became apparent why it was priced so low – it was bl*@\$ dangerous. No shock absorbers to speak of and very loose front end led to nearly bunny hopping off the road.





Eventually this car did get driven up north to Hillwood, to my parents' place. The car had had a front end crash earlier in its life and a previous owner had made up a fibreglass folding front.

A short time later another bargain presented itself: a TR3A that had been rear ended whilst parked. The plan was to restore the Doretti and rebuild the TR3A motor and swap out the TR2 one (TR2 bought in 1973). Disaster struck when my Cooper S broke a crankshaft pushing too hard at a hillclimb. So the two cars had to go to fund the engine rebuild.

The TR3A was later meticulously restored by John Baker and is still regularly driven. On the other hand the Doretti has gone through at least six hands and likely still not on the road,. At last count it was in Lakes Entrance. Having seen this it took 47 years before my TR2 had the body taken off the chassis to replace the rusty floors and this only happened as a result of the COVID lockdown.

Our cars

- Winston Quail has had other priorities and has been doing only minor work on the TR3A.
- Kevin Robson has had other issues to deal with, but continues to collect parts and work on the steel work with his enviable range of equipment.
- David Pearce has been partnering with other Peerless owners to make new windscreens. Davi's car has a non original split screen to be replaced by a one piece new screen on the way back from Canberra. He is also going to get a new key cut and hide it somewhere.
- My TR4 project is coming along with welding on the body work completed – now fitting the panels.



Coming events

Sunday 20 October	Predominantly from Britain Bunna Car Show <ul style="list-style-type: none"> • Village Community Centre, Triabunna
Saturday 26 October 9am - 2.30pm	Take Your Top Off Convertible Car Show <ul style="list-style-type: none"> • Parliament House Lawn
Saturday - Sunday 26-7 October	Motorama Tasmania <ul style="list-style-type: none"> • Symons Plains Car show and events
Friday - Sunday 1-3 November	Baskerville Historics Race Meeting

Tony's Test - *the solution*

What is it? A Buchanan Bodied TR.

Where and when was it?

The photo was taken in Nov 2005 on a TR Vic run to Williamstown. The car was then owned

VICTORIAN News

10 August 2024 Visit to Creative Custom Cars Dromana

Twelve Victorian members took the opportunity to check out the cars being restored at Creative Custom Cars and in particular, the TR3-based Ausca.

We were well hosted and entertained by two of the restorers, Mark and Lee, who had both worked extensively on the Ausca, so knew it intimately. The car has been meticulously restored using as many original parts as possible and many parts fabricated by hand. Our own Mal Munro helped out with supply of an original oil filter and you can see it painted in glowing red on the left side of the engine (photo bottom left).

While having the chassis and engine/gearbox/drive-train/brakes from a TR3, the body is fibreglass. It is very light and with a freshly rebuilt engine and hot carburettors, should perform very well on the track. It will be road registered as well, so we might get to see it in our travels - a possible entrant in the derivative class at our next Victorian Concours?

While in the workshop, we were also given a guided tour of several other cars being restored including a 1936 Rolls Royce (actually an accident repair after the rear suicide door flew off), an Austin Healey and an XK120 Jaguar. They also have a fantastic 914 Porsche with a 6 cylinder 3.4 litre engine from a 911. It has been in the workshop for a couple of years having a total reconstruction.



Explaining work to be done on the Healey.



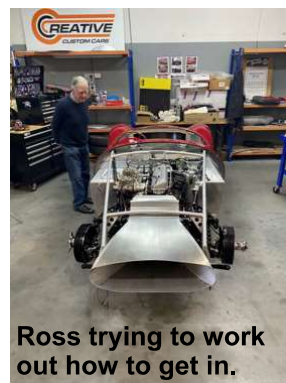
Ausca nosecone



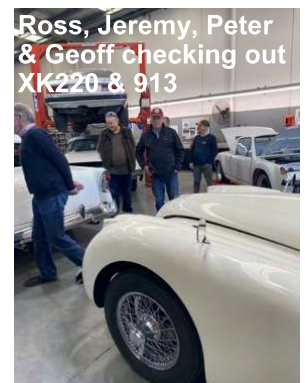
John, Peter, Rob & Geoff discussing the Ausca.



All aluminium interior



Ross trying to work out how to get in.



Ross, Jeremy, Peter & Geoff checking out XK220 & 913



Engine bay highlighted



Not your standard



New member Rob checking out the



When I mentioned 12 members visited the workshop, actually only 8 attended and 4 others checked out the Laneway Café for coffee. We joined them for lunch at the Dromana Hotel, so we ultimately did have 12!



Coffee at Mr Fox, Ringwood



Well done Geoff, Keith and Tony for driving your TRs. It was such a beautiful day - perfect for TR driving. Also welcome to Rob De Longh, a new member with a TR restoration project ahead of him.

Concours convoy

Anyone wanting to join a convoy of Victoria members may reach out to Judy & Keith Brown who are coordinating this. The group will leave on Wednesday, and expects to arrive in Canberra Thursday before the main event. Contact: keithbrown42@bigpond.com

Runs in October and November

11-16 October	Weekend run to Lakes Entrance <ul style="list-style-type: none"> • With an extension run to Wodonga • Two nights at Lakes Entrance, extension overnight Bright, Wodonga, Mansfield
1 - 6 November	Concours in Canberra <ul style="list-style-type: none"> • Details on page or on the website

Regular coffee mornings and dinners

Friday 5 October 22 November 10.30am	Coffee morning at Mr Fox, Ringwood <ul style="list-style-type: none"> • Morning tea
Tuesday 1 October 3 December 6pm	Wheeler's Hill Hotel <ul style="list-style-type: none"> • Dinner • Every 2nd month
Sunday 8 December	Christmas breakfast/lunch <ul style="list-style-type: none"> • Details to follow

