



**Journal of the TR Register Australia
No. 100
Nov/Dec 2018**

TR REGISTER CONCOURS 2018 ADELAIDE

Moss Award.

Ian Cuss

Encouragement Award

Ron Pearce WA

Editor's Award

Graeme White

Restoration Award

Peter Ruta

Clubman of the Year.

Noel Schmidt.

Rookie Award

Peter Frost WA

Competition Class

Ivan Powell.

Derivative Class

- 1st Paul McEwen
- 2nd Warren McEwan
- 3rd Andrew McCracken

People's Choice

David Stephens

Road Class.

- 1st Graham Broham
- 2nd Hugh Burrill
- 3rd Ivan Powell



Originality Class

- 1st Place David Stephens
- 2nd place Noel Schmidt
- 3rd place Viv Anderson

- Best TR2 David Stephens
- Best TR3 Graham Broham
- Best TR3a Noel Schmidt

Excellence in Presentation.

- 1st Keith Brown
- 2nd Peter Cotter
- 3rd Martin Osborn

TR REGISTER AUSTRALIA EVENTS

National

October 25-27 2019 National Meeting Ballarat Vic.

October 28-31 2019 After Tour

Victoria

Nov 18- Christmas Lunch Run to Massarios Kangaroo Ground

NSW

Nov 11 Kiama Auto Expo 9-2.30 Kiama Showground

Nov 21 Common Ground Old Razorback Inn 10am

Dec 2 Cars and Coffee St Ives Showground 8-11

Dec 5 Pie in the Sky Morning Tea

Dec 19 Common Ground Old Razorback Inn 10am

ACT

Nov 17 Christmas Drinks at Brohan's

Tasmania

9th Dec Shannons Classic Car Charity Run Campbell Town Oval

24th Mar 2019 Devonport Motor Show

25 April—May 5 2019 Shannons Classic Rallye Targa Tasmania



PRESIDENT'S MESSAGE

Hi Everyone,

Welcome to Sidescreen edition **no 100!** What an achievement this is from the club's humble origins, when Alan Mitchell and John Murn began the club in Sydney way back in 1976. We started with simple black and white newsletters of a few pages in length and now we have this great magazine. I am sure you will enjoy reading the informative articles and perusing those coloured photos featuring the beautiful cars in South Australia and all the friendly faces of members attending and enjoying the National Meeting.

For all those who went to the National Meeting, I hope you had a great time and all travelled home safely. Thank you to David Stephens and Carol and the team of Ivan and Elizabeth Powell, Noel and Cindy Schmidt and Leonie and John Johnson for producing such a well-run, interesting and pleasurable National Meeting and providing a great display of Triumph cars to Adelaide. A huge thank you to everyone for displaying your cars on Saturday, on that picturesque waterside park at Glenelg. The cooperation with the local TSOA meant we gave a great showing of the Marque. A great deal of time goes into preparing our cars for such events and is very much appreciated. It was wonderful to see all those Dorrettis lined up: the best display probably ever seen in this country.

Thank you to all our Judges steered very ably by our head Judge, Ian Cuss, and thank you to Tony and Jen Knowlson who stepped up at last minute to spend much of the day in the scorers' tent putting all the scores together to find our worthy winners. Thank you also to our Regalia Team for their usual dedication to the whole day selling clothes, badges, key rings etc. Chris Olson is always keen to hear from members who want to purchase items throughout the year and send him any ideas for future stock. Congratulations to all the winners and place-getters at our Concours Display especially David Stephens for taking out the Originality Class with his gorgeous TR2, the first time a TR2 has taken out this class. Well done Noel Schmidt for all his design work for the Register over the years and to win Clubman of the Year 2018.

As for the presentation dinner, how good were those costumes? Your ingenuity and creativeness was outstanding and you all looked fabulous. There were the Clampetts, Laurel and Hardy, Morticia and Gomez Adams, Herman Munster, Uncle Fester with his lightbulb, Jeannie and Major Nelson, Mr Squiggle and Blackboard to name just a few. Thank you for joining in to the spirit of the occasion and becoming so involved. And who knew David Stephens was such an accomplished musician? David surprised many of us when he most ably joined in with the live band by playing his harmonica? I'm told that this is a relatively new talent of David's and wow, how good was he? What a successful night it was. The Sunday run to the beautiful Pike and Joyce Winery, along with the Aftertour, were also most enjoyable occasions, where new friendships were developed and old friendships reignited.

Travelling to and from Adelaide some cars suffered a few adventures. Ian and Tracy Cuss met up with a Kangaroo on the way home. Damage to his left front mudguard and left screen staunchion, but so lucky to have the roof on, this very large visitor cracked the windscreen in many places then missing Tracy, went over the roof and onto the road the right hand side. So lucky for their lives but could drive home. On the way to Adelaide, Chris Olsen broke a rear spring. Put onto a Trailer that was transporting another Dorretti, the car arrived in Adelaide. After being told this had happened we were able to contact Alan Bare who immediately at 4.55pm in Sydney, contacted Bareco to catch the delivery truck which was just leaving for Adelaide and it arrived Tuesday morning and installed the spring thanks to local member Bob Anderson and for Chris to drive home. Which other car club could call on such a resource as we have to keep our cars running. In fact we thank Alan every year how much we appreciate his hugely valued input to our club but do we realise how so many of our cars would not be on the road if it wasn't for him and Bareco.

I have to advise that for varying circumstances, there have been changes in the committee since the AGM and fortunately we have been able to draw on past committee members to admirably fill those positions to continue management of the Register. These changes occurred very shortly before the National Meeting and just following publication of our previous magazine, so our main means of communication to ALL members didn't happen. Firstly our Secretary Mark Stuckey, has a very serious illness and John Pike has ably stood in as Secretary. We wish Mark a full recovery and hope that he can rejoin the committee soon. Secondly, our Treasurer, Leonie Johnson, resigned at

our Committee Meeting just prior to the National Meeting. This gave the Committee very little time to gain the experienced services of Brian Richards to work with us as Acting Treasurer, find a helpful Westpac Bank Manager to allow us to add new signatories (as both signatories were either in hospital or resigned) then start processing payments for the club and particularly, all the events for the Adelaide Meeting, no small task! Leonie brought her experience in finance and did a good job, and provided ideas on innovation for which we thank her.

I should remind members that the committee is made up of volunteers, some of whom are also still in the paid workforce. We put in many hours to provide a very successful national club financially and socially, while also essentially providing parts to keep our cars on the road (extremely economically I might add). If members have ideas to share or concerns, you are always welcome to discuss matters with your state coordinator at any time, who can raise these with the committee or you can contact a committee member directly for assistance.

There were matters raised at the National Meeting. Be assured that they will be thoughtfully researched, discussed and resolved by the committee and a further communique will be sent out to members in due course.

Ian Cuss has advised he wants to step down as Chief Judge at our annual Concours Display . Anyone interested in the position needs to contact Ian and he will assist and train someone who would take this position on. The club would really appreciate anyone who would like to do this important job. After returning home we found out David Stephens had been admitted to hospital with heart valve problems. We can only wish him all the best and hope he gets back to full health as soon as possible.

Well this is the final Sidescreen for 2018 and that means Christmas approaches. I want to wish every member and their families all the very best for Christmas and the New Year and invite you to join in any TR revelleries with your local Register groups during this festive season.

BesTRegards and Christmas Cheer,
Russell Holliday
President

2019 CALENDAR NEWS

I have had a call from a member who would like to get 2 more calendars.

If anyone else would like a copy please get in touch with me and I can make up a small re-run, cost including postage will be around \$22 or \$23 depending on how many are ordered.

Contact via email is preferred
watters@tr-register.com.au

If there are any questions please call
0408 502 350

Bob Watters



EDITOR'S REPORT

.We have arrived home safely after our trip t'Adelaide. That's an expression from Broken Hill where Jenny and I lived some forty four years ago. We thoroughly enjoyed the Adelaide Concours. Thank you to all involved.

In particular I have had long term minor problems with the overdrive which became major, and which Bob Anderson promptly resolved. It was worth the drive.

We seem to have a lot of information. There's a myriad of photographs which are best displayed on the website. Rick is doing a great job there.

Congratulations to John Pike. A contribution in No 1 Sidescreen and No 100 and many more in between!

You will notice that Rob Bradford's early warning overheating device has had a re-run. Rob noticed a couple of problems in Adelaide and has updated his article with added technical information.

Have a Happy Christmas.
Terry (& Jenny).

Sidescreen is sent to everyone with an email address as a pdf and is also posted to all members as a printed copy. If you do not want to receive the printed copy, please let us know by email or by phone
editor@tr-register.com.au 0295807180

MEMBERSHIP REPORT

Hi Folks,

Thanks very much to David and his team in SA for a great National Meeting in Adelaide last week. The Sunday lunch at Pike & Joyce winery was a standout for the food and location.

Jen and I travelled in style after breaking the windscreen trying to fit a fixing to the windscreen to hold the new hood. The wagon was well used in bringing back the banners as well as Keith and Judy's trophy.

Great to have 2 members from WA present at the event, as well as Chris and Jacqui with the kids attending the weekend.

Please send all renewals and queries to

TR Register Australia
PO Box 457
MOUNT MARTHA
VIC 3934

Member Vic Barnes of South
Australia passed away
unexpectedly in September.
Rest in Peace Vic

4 new members since my last report :-

SA – Des Wilkinson from Netley re-joined after 6 years with a TR2 due to Peter Ruta needing a partner in the fancy dress!!

QLD – Mick McGovern from Shoal Point works and has purchased a TR2 in the Phillipines.

NSW – Richard Lewis from Yerrinbool with a TR3A

SA – Ricky Leue from Adelaide assisting Ivan with his cars.

I received a few requests for name badges whilst in Adelaide, if anyone needs a badge, please let me know by email and I will get them made in the next few weeks.

As mentioned in my report at the General Meeting I will be chasing the last few members who have not renewed for this year together with the coordinators.

Tony

BALLARAT CONCOURS 25TH TO 27TH OCTOBER 2019

Ballarat is a rural City of 101,000 people

It is 110km northwest of Melbourne, a 75 minute drive on a dual carriageway

Ballarat has a rich history of the Gold Fields and the Eureka Stockade rebellion

Ballarat in late October has average temperatures of 20 * with lows of about 9* and can have 6mm of rain in that month.

- 1.The Concours motel is The Bell Tower Inn about 5km west of the CBD. This is a 68 room complex with three classic U shaped clusters of rooms where cars are parked on the outside with green lawn areas on the inside of the U. Great for socialising after a fun day. There is a BBQ area and a heated indoor pool for those who are game. Registration will occur at The Bell Tower Inn.
- 2.The Welcome Reception will be held at Pipers By The Lake, a quaint restaurant on the picturesque shores of Lake Wendouree. Attendees will be bused to and from the event.
- 3.The Concours venue is adjacent to Pipers By The Lake on the shores of Lake Wendouree. Our cars will flank the foreshore footpaths overlooking the lake. A Farmers Market is scheduled for the day of the Concours on Wendouree Parade a 100 metres from the Concours venue. The Botanical Gardens are opposite the Farmers Market. A beautiful War Memorial and a historic tourist tram are just a few minutes away.
- 4.The Presentation Dinner is at the Ballarat Golf Club. The Function Room has expansive glass windows facing north looking up the long green fairways and is quite spectacular. The theme for the dinner is A Night At The Opera. We have opera singers to commence the evening and following the formalities a DJ and Photo Booth will provide the entertainment. On the Concours booking form there is a box for song requests for the DJ. The Golf Club is a 5 to 10 minute walk from the motel.
- 5.The Sunday General Meeting will be at the Bell Tower Inn.
- 6.Following the meeting we will go for a short drive through some beautiful countryside to the Buninyong area and drive around the Australian Cycling Championship course on the slopes of Mt Buninyong. From there we will head to the Flying Horse for lunch. After lunch the afternoon is yours. There is plenty to see and do: The Museum of Australian Democracy at Eureka (MADE) where the original Eureka flag is on display; the Art Gallery, Kryal Castle, the Mining Exchange building, to name a few.

The After Tour – Monday 28th to Thursday 31st departure.

Monday 28th - A day at Sovereign Hill and the Gold Museum. This is a fabulous world class facility where there is gold panning, street theatre, working steam engines, pantomimes, horse drawn carriages, a gun fight between the red coats and the badies and mine tours, to mention a few.

Tuesday 29th - The day starts with a drive to the historic town of Maldon. There we will board our private vintage steam train with three first class carriages for a ride to Castlemaine. Morning tea will be served on the train. Eight lucky winners will be able to ride with the driver over parts of the journey. At one of the intermediate stations camera buffs will be able alight the train and get some photos of the train moving through the station. At Castlemaine there is a chance to explore the historic town for an hour or so before reboarding the train for the return trip. A BBQ lunch on the Maldon Station will follow. In the afternoon we will visit the "Up The Creek Workshop" where they are restoring a Bugatti and Bentley amongst other vehicles. Entry is by gold coin donation which goes to local charities.

Tuesday Evening- We are planning to attend Sovereign Hills, Dinner and Sound and Light Show. A new show is commencing next year but details are not available at this stage. On the booking form we have asked for an expression of interest, just fill in the number of people who would like to attend. Further details will be provided when they are available.

Wednesday 30th - A trip to the historic town of Daylesford. A detailed information package will be supplied for a self-guided tour. We are proposing a return convoy to Ballarat for those that are interested.

Wednesday Evening- A farewell Pizza night at the Bell Tower Inn will allow you to catch up with people and say your goodbyes.

Thursday 31st – Farewell Ballarat 2019

The Concours booking form can be found on the TR web site.

Bookings close 30th June 2019.

Gary Waite - 2019 Concours Director

FAREWELL

I don't remember precisely when I acquired my TR2 or joined the TR Register, but the earliest newsletter I have is dated 1979, so I guess its about 40 years ago. And now, having reached the age of 80, I have handed the trusty TR to my elder son for safekeeping and am resting my tired old body. Malcolm has assured me he will look after what he has called "a family heirloom."

I bought the TR2 in about 5000 pieces from a fellow who stripped it down with the best intentions of restoring the car until his girlfriend ordered him to get the heap of bits out of her garage. The price of \$500 reflects the period when TRs were just old cars and the vehicle restoration bug was yet to get going and the level of interest was such that the seller even let me pay it off!



Unfortunately, there were a few parts missing, not the least of which was the commission plate and the plate with the long number; all I had was the small oval plate bearing the number EB8130. Efforts over the years to identify the car were met with statements from here and England, that the commission number would never be known. However, surprisingly, it is now easier than ever and a few years ago the engine number was sufficient to recover the number TS7972 and the build date of 02 September 1955. The colour scheme was a little odd though, being Pearl White, with Geranium Leather and black side curtains and hood!

The car was re-built on our farm in Kangaroo Valley NSW and I took it to Townsville in 2000 for 12 years, before bringing it back to our new home in Forster NSW.

The longest trip the TR even made, was the delivery drive from Forster to Cootamundra, where it now resides in Mal's hangar together with his micro-light aircraft. We took it easy and did the trip in two days with a total of 535 miles and it didn't miss a beat, using a surprisingly small amount of engine oil. The second day from Mudgee to Cootamundra via Bathurst was very hot requiring the usual careful driving to hold the engine temperature down.



The car was originally a non O/D model, but I had fitted an overhauled A type O/D a few years ago absolutely transforming the driving experience and the general condition of the car was very good indeed. I still have an MG TC sitting in my garage, which does very few miles nowadays and will go to my younger son when he retires from his job in USA and comes back home. So the TR2 has given me great satisfaction over the years and I know Mal will look after it. He is already getting far more use out of it than I ever did. I'm sure in time he will join the Register and carry on the tradition.

Wilf Hardy.

100 NOT OUT – WHAT AN INNINGS !!

Here we are at the 100th issue of the Sidescreen magazine. While this is certainly a momentous event, I have to ask just where did the time go ? As the magazine is published every second month, can it really be 200 months since the first issue hit our letter boxes. A quick check through the records confirmed that it was in fact in April 2002 when members received the very first edition of Sidescreen. And what was more, for only the second time in the history of the Register's publications we had colour on the front cover.

Back then, we were fortunate to have Ian David as the Editor of what used to be called the TR Register Australia Newsletter. Among his other talents, Ian was a well-known and respected researcher and writer, particularly for TV, with the script for the original Blue Murder, a story of police corruption, being one of his creations. He didn't much like the name of our newsletter, and came up with the more evocative title of Sidescreen. In his welcoming address the President, Gavin Rea, commented that it only took 26 years for us to put a name to our magazine – it's probably just as well our TRs aren't quite so tardy !

Fittingly, the front cover showed the engine compartment of an Australian assembled TR3, owned at the time by Ian Nicholas. It was presumably under restoration, as it was in sparkling condition but had no battery fitted. Inside the magazine was the usual group of State reports together with several articles, and it is interesting to note that five of the Committee members and two of the State Coordinators back then are still involved in running the Register today,

As a sign of the times, one of the articles discussed driving with unleaded petrol and was based on "The Classic Car Owner's Guide to Lead Free Fuel", which had been published by Penrite. There was also a very timely reminder from Alan Bare on the three most common causes for a TR to seriously fail to proceed. These were a water pump or pump pulley failure; the generator packing it in and a head gasket failure. Alan discussed these in detail and suggested that carrying appropriate spares of these parts when you travelled would ensure that you would never need them.

The other item of interest was a discussion paper on the future of the Register. This paper had been prepared by a sub-Committee, and looked at the advantages and possibilities of keeping the Register as it is, or expanding it to include other TRs. (This would generate much comment over the next several months, but the final decision was to maintain the status quo).

To my mind, probably the best feel good story in the magazine was the editorial. Ian David posed a rhetorical question: "What is it about Triumphs that makes a unique tribe of men and women rust on to them?" Answering his own question, he looked at a number of factors, a couple of which are reproduced here. He wrote: "There's no sense of cowering beneath the shadow of another marque. Nor is there that sense that Triumphs are vastly misunderstood. They were never the fastest, the most advanced, the most expensive. What they were, and are, is honest. Not your poor man's pose throne, but a strong, robust, competently made vehicle that delivered what it promised, good value, good fun and purposeful design. All with that special Triumph muscularity and charisma.

Driving a Triumph is a very direct experience. Honesty is their defining feature. What you get through the seat of your pants, the road-braille in your hands and the mechanical song in your ears is all honest. If the road's rough, so's the ride. All of which reflects in the simple truth that if nothing else, Triumphs were bloody good value for money. There was never any fat. There was never the whiff of deceit. You got what you paid for."

Ian also had a bit to say about the cars resisting attempts to tart them up. He said: "They'll stand a lot of scrubbing and polishing and fettling, but too much business (white-walled tyres, two-tone paintwork and a stereo) and they look like a shearer in a tutu." After that comment I'm rather glad Thud doesn't have white-walled tyres or a stereo !

Since Ian David hung up his Editorial hat, Sidescreen has been edited and produced by a small and

very select group over these past 200 months – Bob Slender, Mal Munro and Terry and Jenny Hicks have each put their stamp on the magazine. Sidescreen has continued to evolve, now in A4 format with more photos and more colour than ever and now available in electronic form as well.

Who can say what the magazine will be like when issue 200 rolls around. By then the cars will be up to 80 years old and I guess that not all of us will still be driving – the thought of a bunch of 90-year-olds fanging about in TRs is a scary one, but it promises to be an interesting journey. I just hope that the next 200 months don't go by quite as quickly as the last 200 have.



THE MOSS AWARD

After our dinner in Albury with the NSW tourers, Tracey and I returned home to prepare to head to Adelaide next morning. Around 9.30 that night I took Trudy to the local BP to fuel up. I fuelled paid and decide to add my additive and placed my wallet on the roof. Drove home, next morning arrived at the motel ready to head off. I didn't have said wallet. Returned home to find wallet, then the light bulb went on. Around to the service station I went. No wallet! Walked back along the route whilst calling the police and there, sitting up off to the side of the road, one wallet still intact, nothing missing.

Ian Cuss

THREE MILES EAST OF KUNUNDAH.

Out there where the kangaroos roam Kerrie was counting carcasses by the roadside. Was it 128 and counting?

It was 7.30 am when Ian Cuss encountered one. "There was a big bang!" said Ian. Most probably said something else too.

Vic, in a following car said, "I never saw a roo jump so high! He landed, shook himself down and left without offering any ID".

The car was unfortunately damaged but still went on at 110 KPH. At a glance, left front guard creased, nose cone pushed back, windscreen broken but, most importantly no one hurt. Ian, ever the optimist is looking forward to upgrading the repairs that he has been meaning to do for some time.

Terry Hicks





In the pits at Bob Anderson's workshop.



Regalia at Glenelg



I've been everywhere man!



The bare essentials



Lunch at Pike and Joyce Winery



Laurel and Hardy facing off with The Clampetts



Looking the real thing!



TR Contemporaries at Birdwood



Goolwa Motor Museum..



Mannum



Secret Womens Business?



Ladies afloat on the Marion

OIL SEALS

I had need to replace a rear gearbox seal last week and picked up a new seal from David Clark. It is a National (7038 SA) seal that has a flange on the outer diam so that when the seal is fitted, the flange sits square on the end of the housing.

It is a nice looking double lip seal and David reckons they are the best. The rear gearbox seal is the same size as the front engine seal and I nearly used one I had but elected to get this one from David. He fixes Triumphs for a living so I figure he only uses ones that work and I only wanted to fix this once.

When I removed the old seal to see if I could see why it was leaking, I noted it was a front seal and as such was guaranteed to leak. Now I fitted this seal so it was my problem. I did not take a good look before fitting. This has led me to take pen to paper.

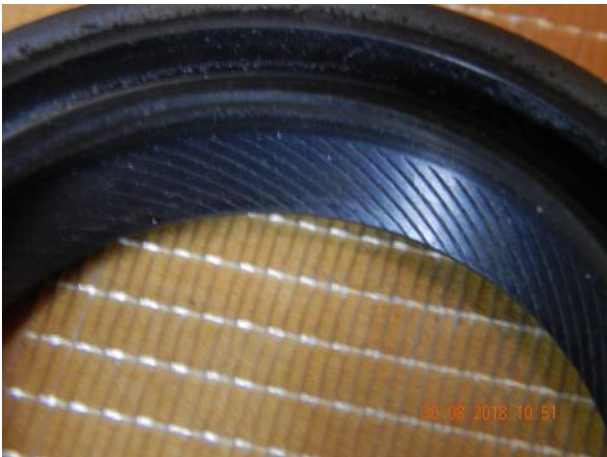
Seals come in a variety of configurations, double lip, single lip, spring tensioned, Viton, Teflon, etc but did you know they can also be directional. You can get bi-directional, clockwise and anticlockwise. The best ones are directional.

How do you tell??? Well when you look at the lip that runs on the shaft, it will be plain (bi-directional), or have small grooves that act like an oil scroll (directional).

The front seal needs a seal that is clockwise from the front of the engine but the gearbox needs one that is anti-clockwise from the front of the engine. I can guarantee a good directional front seal will leak a lot when used as a rear gearbox seal. Most of the seals you will fit will be for a shaft that runs in a clockwise direction. The only exception is the rear gearbox/OD seal. Most of the seals will also be bi-directional as they are the narrow style. As best as I can remember, the only directional seals used on the TR are the front engine, rear gearbox/OD and diff pinion seal.

The lesson here is that if you get a seal from the Register, they will be correct for the purpose they were ordered for. If you get one from the local bearing shop, they may not be. Not that they are not a quality seal, just that they are not suitable for the job. Always check, regardless of where you get it from. It is the old measure twice, cut once rule.

Brian Richards



Uni-directional front seal



Bi-directional seal

OVER TEMPERATURE ALARM FOR LESS THAN \$15.00

Keeping an eye on the temperature gauge as a TR owner has become instinctive however there are many instances where this habit is still not enough to detect a cooling system failure such as thermostat failure, coolant loss, water pump demise or fan belt failure.

Thermostats are like light globes, they fail without warning even when new.

We are fortunate that our cars normally use a capillary type temperature gauge which does eventually respond to these situation and may provide an indication of pending disaster if we happen to be looking at the instrument and see it oscillating wildly, off the scale or low.

There are also many vehicles which use electronic temperature gauges and therefore get no warning of a sudden increase in engine temperature, as these units only work if there is coolant surrounding the probe.

I feel more comfortable if my inattention to the instruments is protected so I have installed a warning light for inappropriate temperature at the back of the cylinder head, which gives me plenty of time to do something before there is any risk to any part of the engine.

The back of the cylinder head usually runs about 6 Degrees hotter than the front, so it seems logical to measure the temperature at the back of the head, by installing a disc thermostat onto the rearmost head bolt/nut and have this trigger an LED or a buzzer.

It is important to note that this location is not perfect or a true Cylinder head Temperature but it is an indicator.



I just bent the tabs and used a spring to hold it in place but there are many options which will work.

I chose a **SELCO Normally Open auto reset disc** thermostat from RS Components on line for \$8.98 There are 2 suitable switches which either close on Rise in Temp at 200 F or 220F.

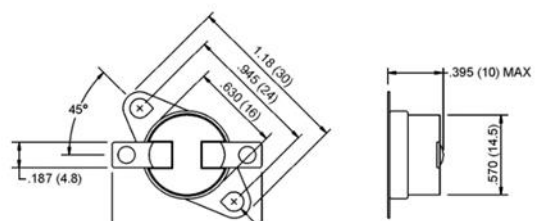
I am using the 200 F one because I installed an RTD (Temp sender) to detect what temperature the nut runs at and have not yet been able to record higher than 81deg C which is 177deg F

The Selco Numbers are: 70098639 Type CA-220 or 70098638 Type CA-200. **Buy 1 of each.**

I think it is important to wire the system so that the power goes to the warning device, either LED or Buzzer and the earth is run through the switch, so that there is no live wires hanging around. Just solder wires to the tabs, one to earth and the other to the warning device in the dash.

I also have an oil pressure switch in the same circuit so that either low oil pressure or high temp will trigger the alarm. .

The next thing is to select either an LED or a buzzer which are both available from Jaycar.





Mini Buzzer 5-15V

This handy little solid state buzzer operates between 5-15VDC. Used in many applications- Current consumption 40mA max.- Sound level: 79dB/1mt.- Size:...



\$3.95

Bulk Pricing:	1-3	\$3.95
	4-9	\$3.45
	10+	\$3.15

am sure this simple device has the potential to save a lot of unnecessary damage and worry caused by cooling issues.
Cheers and Happy TRing
Rob Bradford

Chrome Bezel with 5mm Blue LED

BEZEL CHRM LED 5MM BLU...



CATNO: SL2613

\$5.50

Bulk Pricing:	1-9	\$5.50
	10-24	\$4.90
	25+	\$3.75

[Add To Cart](#)

WHAT A DIFFERENCE A DIFFERENTIAL MAKES

As a lot of you know we suffered a major malfunction on the way to Adelaide when the differential decided it didn't want to contribute to forward motion any longer. Initial inspection points to the pinion which looks like it has gone a few rounds with Muhammad Ali with smashed teeth everywhere.

Anyhow with help from the NRMA the car was towed to Albury and we were provided with a hire car for the balance of our time away and were able to enjoy another magnificent National Meeting.

Cherryle and I would like to thank everyone who offered help, advice and sympathy to us during the event.

I won't name individuals but we were offered places to leave the

car, private cars to drive, offers to help find parts and many other helpful offers and suggestions.

When things like this happen it certainly makes you realise what a fantastic club this is and how helpful the members are.

Thanks again to all those members, you know who you are.

Bob Watters



THE DORETTI PAGE.

Well, another successful concourse over.

This one was very significant to us, as we had 7 Dorettis assembled in one place for the first time in Australia. I can't see us topping that because of the vast distances in Australia. There is another car in Perth, one in Brisbane, and one in Armidale and one in Canberra also.

I was able to meet the previous owner of chassis no 1269, Bob Graham, (centre) who owned it in the 1980's, and another owner before him, Paul Lillijohn, (right) who owned the car in 1974.

As usual this was not a holiday, but more of an adventure. We were towing the 2 recent restorations on trailers as well as driving another 2. We were 40 minutes past Tailem Bend when we got a phone call from Chris Olson who had a broken rear spring. What do we do? We took one of the restorations off the trailer drove it on to Adelaide while some of us returned to Tailem Bend, loaded the broken one on the trailer and returned to Adelaide. Could not miss out on the display day could we?

Here is the miracle part. One phone call to Alan Bare and a new spring was dispatched from Sydney before closing time. This was 3-30 Friday afternoon. Chris's car was subsequently fixed after the weekend, able to be driven home to Bathurst.

What a great service,

No other car club could match this. Thank you.



Paul McEwen

A TYPICAL EXCHANGE IN PREPARING A SIDESCREEN

Paul: Hay truck Gundagai. Front cover?

Terry: Thank you Paul. I like the image but 161 kb is too small to print. You need at least 500 kb so look at the file size in the camera. Those trucks don't only deliver hay. They spread it as they go. A lot fell into our TR.

Paul: I know nothing about mb and kb. Are they part of the carburetor or distributor? Is this better? It says 4 mb.

Terry: Much better. Should you not really know about kb and mb just put your hand up and I will give a quick explanation.

Paul: Hi Terry, I thank you on your offer to teach me more on KB and MB, although I think I now have learnt much more from my own research.

KB stands for kilo buckets and MB stands for mega buckets. These are a form of metric regarding electricity. For example, the early TR2 starter motor was always suspect because they used Kilo buckets instead of mega buckets. The later ones were changed to mega buckets, which held much more electricity and so they did not fail like the early ones.

The early metric system was flawed, mainly because The French, who had something to do with it, did not put enough research into it. This was because they were trying to contend with Hitler's army, who marched through France in 7 days. (it would have been 5 days except for the rain.) Anyway, that is why I prefer the less complicated Imperial system.

As an aside, the Italians did not invent the metric system. The reason being is that all the words in the Italian language end in a vowel, which would have made it too complicated. For example, all the Italian words I am familiar with, like Ferrari, Maserati, Lamborghini, Lancia, Moto Guzzi, Ducati, and Gina Lollobrigida all end in a vowel.

If you need to know more on this do not hesitate to ask.



VICTORIAN REPORT

Past Events

Concours Shake Down Run - 9th September – John & Leonie, David & Polly, Michael & Trish, Ken & Val and Robyn & I met at the BP Wallan on the Hume Freeway before heading west towards Lancefield. We picked up Hugh & Merridee in Kilmore, who had been confused with the BP in Wallan Township. At Lancefield we headed north to Pyalong through some great rolling hills and granite bolder country then onto Tooborac for lunch at the Tooborac Hotel. Peter from Bendigo met us at the hotel. We had a lovely lunch with great company, what better way to spend a Sunday. A 220km round trip for us.

Adelaide Concours – 18th October – Robyn and I left home at 8am and met Tony & Jen, John & Pauline (Tas) and Hugh & Jude (Tas) at Beaufort for coffee. We had lunch at Horsham where Peter Riley joined the convoy, then on to Bordertown for our overnight stop where Peter Standen was waiting. We had a lovely meal at the old pub with plenty of chit chat around the table. The next morning at the Silo art in Coonalpyn we ran into Peter & Marilyn with their lovely 3B (ex David Orchard), who joined the convoy. We met Kevin & Helen (NSW) at our coffee stop at Tailem Bend, our convoy was complete. We stopped off at Hahndorf for a stroll and lunch then onto the Sage.



The Concours:

What a fabulous time we had. The highlights for me were:

The Welcome Reception: a great venue, good food and plenty of it, a great friendly feel and the chatter unbelievable.

The Concours: the venue 10/10, the weather after a cool windy start superb, having 60+ Sidescreens and the TSOA made a wonderful, colourful show of cars.

David Stephens taking out People's Choice and Originality. Well-deserved and a beautiful car.

The Presentation Dinner: The food was exquisite, the care to detail of ordering, presentation and taste was exceptional

I have to say Abbott and Costello was the highlight closely followed by David Stephens on the harmonica and as Uncle Fester, the Clampet's, the Addams Family and the Green Monster. All fantastic.

The Pike and Joyce Winery: A sensational lunch menu, the flavours were truly amazing, the wines equally as good and the views special.

The run to Goolwa: We were lucky to follow David Stephens along some lovely rolling hills and bendy roads. Unfortunately we had to leave early as we are away again tomorrow.

Thanks to David and Carol, Ivan and Elizabeth and all their helpers for their attention to detail and a fantastic National Meeting.

Sunday 18th November – Xmas Lunch run to Massarios in Kangaroo Ground. Meet at 11am Chirnside Park Shopping Centre for a run through the Yarra Valley to our destination. Numbers to Gary by 12th November. Further details will be by email.

Happy TRing

Victorian Report to National Meeting in Adelaide 21st October 2018

Again this year the Co-ordinators role has been a joint effort. I would like to thank John and Leonie and Tony for their assistance and all those other people who put their hand up to organise an event.

Since the last National Meeting the Vic Register has :

Run about 7 EMR's, breakfast or lunch events

Attended 4 events with TCCV and or TSOA

Attended the RACV Classic Showcase of Cars

Had a weekend away at Swan Hill

Held 3 club meetings and recently a combined evening meal and meeting with our wives in attendance. This was very successful.

The most successful events are breakfast and lunch runs but we still suffer from only a small number of members being actively involved.

I have been a bit tardy of late and have not kept the Future Events on the web site up to date. I will get it back on track for next year's events. Thanks to Rick for his tremendous work on the web site.

This year we have had a Mornington Peninsula Chapter run a couple of events for local members. Thanks to Rob, David and Tony for getting it off the ground.

Ian, a member from Kyneton has recently put his hand up to start a local North West Chapter which will encompass the Ballarat and Bendigo regions. We will look at other local chapters in Geelong / Barwon Heads and Gippsland next year.

Gary Waite
Victorian State Co-ordinator

CANBERRA CAPERS

Hi Everyone.

Congratulations to David and his team for the excellent Concours in Adelaide. The display venue was perfect as our cars attracted a lot of attention from the locals. To also include the SA TSOA was a great idea and really showcased our Triumphs.

It is always great to renew old acquaintances and to meet members new to the Register and the Concours event.

Congratulations also to David for winning the main award on the night with his beautiful TR2.

Our trip over to Adelaide was marred by Bob and Cherry Watters car destroying its diff about an hour out of Canberra. They received excellent service from the NRMA with a truck collecting them and their car and taking it to Albury where they arranged a hire car and met up with us in Deniliquin about 2 hours after we arrived there. I also had a flat tyre overnight in Murray Bridge and woke to the sound of my pit crew (Terry Goodall and Rick Fletcher) inflating it again with an electric pump. Terry also had a spare tube and I was able to have it fixed in about 30 minutes with the help of the local Bridgestone tyre dealer.

We had a new TR3 arrive in Canberra from Adelaide just before we left for the Concours. I will catch up with the new owner this week to get him signed up with the Register and involved in our local get togethers. The car has a couple of minor issues he needs resolved before he can get it registered.

We had our bi-monthly breakfast on Saturday 6 October at the Doubleshot Café in Deakin and had nine members turn up.

Coming events

Our Christmas drinks will be on 17 November at the Brohans residence. Anyone wishing to attend should let me know by 10 November to confirm numbers.

I would like to wish all members a happy and safe festive season. I look forward to catching up with many of you in the new year.

Kind regards

Peter McEwan
ACT Coordinator

QUEENSLAND REPORT

September All British Day Brisbane

A very good turnout from the various clubs and there were eight side screens mixed in with over 60 Triumph Cars on display. Beautiful blue skies and the ideal day for a picnic.

We took the opportunity to discuss the option to host the 2020 National Meeting and possible venues and all present agreed to support the event.

October had most of our active members off to Adelaide but we still had a good run from the Mt Coot-tha Botanical Gardens through the forests at the back of Brisbane skirting Samford and up and over Mt Nebo and Mt Glorious where we stopped for coffee. From there we descended down to the Wivenhoe Dam for lunch at the Cormorant Bay Cafe overlooking the water.

Return trip was thru Ipswich and back to Brisbane.

Peter Clarke

NSW REPORT

John and Sue have been away . In their absence, NSW managed to attend morning teas at Pie in the Sky (First Wednesday) and Common Ground Picton (Third Wednesday) and attend All British Day at Kings School Parramatta in September. Steadily increasing numbers at the regular morning teas, but slightly down on attendance and enthusiasm for All British Day mainly because of traffic delays/ engine overheating issues with access to the school grounds.



Thankyou to the South Australians for a great National meeting and After Tour. A great effort!

Thankyou to Kerrie Holliday for organizing the runs before and after the Adelaide National Meeting.. A large group left Sydney and joined up with the Cuss's in Albury for a side trip to the Flying Fruit Fly Circus. On to Victoria for painted silos, collecting Ray and Viv and the Xerris.

Leaving Mannum after the trip on the Marion, we overnighted at Bordertown then on for more silo art at Brim, Sheep Hills, Lascelles and Rosebery.. A bonus was the salt lake, Lake Tyrrell, at Sea Lake. We parted ways with the Adams' and the Cuss' after Swan Hill and eventually finished up at Wagga Wagga, after crossing paths with Chris Olson and Alan Mitchell at Lockhart. Early lunch at Goulburn then home.

**Jenny Hicks
For John McCormack**



Sidescreen 100th issue

It is always a great achievement to reach a 100 of anything and the hundredth issue of **Sidescreen** is no exception. Congratulations and thank you to those Editors and Editorial Teams plus the Contributors who have kept the issues bearing the word of the mighty TR rolling off the press. Being a hoarder of paper plus I have been down to my garage and found out the following. The first issue of the newsletter in the A5 format came out in February– March 1992 with Mal Munro as Editor. It was to be another 10 years before Sidescreen appeared in April-May 2002 with Ian David as Editor. In that issue President Gavin mentioned that myself and Jean were honeymooning and in the following issue the nuptial TR3A was pictured on the back cover. With issue # 15 Bob Slender became Editor with Mal Munro as Assistant Editor and they continued to issue # 44. With issue # 45 in August-September 2009 Terry and Jenny Hicks commenced their long reign as the Editorial Team. Long may they continue their good works!

I also had a look for my first contribution which was in June-July 1998 some 20 years ago. In it I mentioned about Winston Quaile's TR3A restoration being well on the way. Yes that's the car that was on the trailer at Royal Park last year!

Baskerville Historics – Friday 21st to Sunday 23rd September 2018

The 2018 “Blast from the Past” meeting was jointly organised by the Hobart Sporting Car Club, MG Car Club of Tasmania and the Mini Car Club Tasmania. The organisers invited John McCormack and Fred Gibson along to be Patrons for the meeting. This year for the first time there were no motor cycle events. Weather conditions were favorable for the 3 days and the meeting was well supported with 199 entries and a good number of spectators. On the Friday there were 11 practice and 11 qualifying races. On the Saturday there were 20 racing and 6 regularity events plus 2 demonstration runs which was repeated on the Sunday but with one more race.

There were some 12 racing classes with some divisions which included Group NB and NC, Muscle Cars, Heritage Touring Cars, Historic Sports and Racing Cars, Group S – SA,SB,SC and Invited, Classic Sprint, Group N Minis only and HQ Holdens. The 3 regularity classes catered for Sedans Group A, Sports and Racing Cars and Invited, Marque Sports Cars.

The Spirited Demonstrations brought out some race cars of old including the V12- engined Jaguar XJS sports sedan, the Repco V8- engined Valiant Charger and the Elfin MR5 all previously campaigned by John McCormack. Duttons Garage also supported the meeting bringing across cars including the Benetton B186 F1 driven by Gerhard Berger in 1986, a Lola T296 Sportscar and the McLaren M8F in which Jason White set a new lap record. Another interesting car competing in regularity was the Cooper F1 Brabham previously driven by Jackie Stewart.

This meeting was missing a couple of the TR Register regulars with Stephen Rochester's Rusty waiting on a new camshaft and Lance Hadaway's TR3A awaiting a new crankshaft and flywheel. Michael Sullivan ran his Nissan powered A-H Sprite in Saturday's regularity but it was down on power a bit. David Orchard crossed Bass Strait for the meet and the TR2 competed in 5 events for Group S – SA,SB,SC and Invited. Another TR competitor was Brian Falloon in his white TR5 which retired after one Group S event on the Saturday.

Reflections on National Meeting 2018

It had been said by some that the Tasmania National Meeting 2017 would be a hard act to follow but I believe that most people would agree that the Adelaide meet more than met the challenge on many fronts. The South Australian organising committee led by David Stephens can be proud of their efforts. The accommodation venues with the undercover parking were ideally located on the edge of the CBD and with no travelling for the dinner were a good choice.

The Concours at Wigley Reserve was a highlight and with the TSOA presence made it more interesting with their varied range of Triumph models. It was again an impressive display of sidescreen TRs and David Stephens red TR2 was a worthy winner in the Concours Originality Class. The South Australians have had a good record of concours winning cars. The record breaking line-up of Swallow Doretis was a fine sight with the two new restorations making for some great photos. Well done to all the class winners and placegetters.

It was a good meal with choice instead of alternate drop for the presentation dinner conveniently held at the Sage. Some people put a lot of work into their theme costumes and you would have thought that Laurel and Hardy had stepped straight out the screen and the Clampetts from the TV set.

The Pike and Joyce Winery at Lenswood was a fine choice for Sunday lunch with a beautiful outlook.

The three day after tours were an easy paced opportunity to visit the South Coast, Adelaide Hills, Riverland and the Barossa which was very useful for doing a reconnoitre for a return visit at one's leisure. One could spend a lot more time at the Strathalbyn antique shops on a nostalgic journey and do some more grazing at the Lobethal Bakery and also Hector's Café at Goolwa.

(recommend the Prawn Caesar Salad). The museum visits can be interesting especially coming across cars read or heard of but not previously seen, the Wiles Thomson at Goolwa being an example. It was an enjoyable day on the Murray aboard the PS Marion and made it the third PS cruise I have done with the Register over the years, all different boats.

With four Tasmanian members plus partners attending it was our best roll up since Swan Hill in 2002. Hugh and Jude Maslin were attending their first mainland meeting since Bright in 1994 while Martin and Daphne last attended the Barossa Valley meeting in 2011. We were pleased to see Martin pick up third place in the Concours Excellence in Presentation for his BRG TR3A. Martin has an electric power assisted steering unit fitted to the steering column about which would make an interesting Sidescreen article. The Osborn's Triumph enthusiasm knows no bounds as after Adelaide the TR3A was being transported to Brisbane where it was to be picked up and driven south just over the border for the TSOA Nationals and then driven home to Tasmania.

Not all of us had trouble free runs and on arrival in Adelaide the Maslin TR2 was having noisy gearbox issues which initially sounded like a sloppy universal joint. Hugh had the car with Bob Anderson on the Monday morning and by Wednesday night the car was back having had the gearbox overhauled. Great service! As usual the primrose one could not stay out of trouble and around Mt. Gambier started having an intermittent fuel starvation problem. At Smythesdale near Ballarat the fuel pump gave up and whilst I did have a kit, John Kay had a spare pump ready to go in his boot which enabled a quick change over.

Post script : The MOSS trophy must be coming a coveted award. On the Thursday, the first day after the after tour events finished, one of ours put in a big effort when about to leave their Adelaide accommodation. Where there is smoke doesn't necessarily mean there is fire.

Coming Events

Sunday 9th December 2018

Shannons Classic Car Charity Run

Campbell Town Oval

Sunday 17th February 2019

Deloraine Street Car Show

Sunday 24th March 2019

Devonport Motor Show

Featured marque is Porsche

Pre-entry at www.devonportmotorshow.com

David Pearce

Tasmanian Co-ordinator

SUNDAY LUNCH: PIKE AND JOYCE WINERY



AFTER TOUR: BIRDWOOD MOTOR MUSEUM



AFTER TOUR: ON BOARD THE MARION

