

# SIDESCREEN



**JOURNAL  
OF THE  
TR REGISTER AUSTRALIA**

**NO. 102  
APR/MAY 2019**

## TR Register Australia Events

### National

Annual General Meeting : Tuesday June 18

National Meeting Ballarat 25th-27th October 2019 (Entries by June 30)

After Tour Monday 28-31 October

### Victoria

Sun 28<sup>th</sup> April – Mornington Run, Lunch and Wine Tasting

Friday 17<sup>th</sup> to Sunday 19<sup>th</sup> May – Winton Historics

Sunday 26<sup>th</sup> May – Breakfast Run– details tba

Tuesday 4<sup>th</sup> June – Dinner Meeting Wheelers Hill Hotel

### NSW

3 Apr (Wed)

Pie in the Sky morning tea

7 April (Sun)

Cars and coffee St Ives Showground – 0800 till about 1100

17 April (Wed)

Common Ground at Old Razorback Inn – Morning Tea about 10.00am

1 May (Wed)

Pie in the Sky morning tea

5 May (Sun)

Cars and coffee St Ives Showground – 0800 till about 1100

14 May

Committee Meeting Concord RSL

15 May (Wed)

Common Ground at Old Razorback Inn – Morning Tea about 10.00am

17-19 May (Fri-Sun)

Winton Historics (Details to be advised)

19 May (Sun)

Blue Mountains day run (Andrew Ross coordinating)

2 June (Sun)

Cars and coffee St Ives Showground – 0800 till about 1100

5 June (Wed)

Pie in the Sky morning tea

### Tasmania

26 April—May 4

Shannons Classic Rallye

Targa Tasmania

Sunday April 28

Picnic at Ross

20-22 Sept

Baskerville Historics



#### FRONT COVER:

Drive Your Triumph Day NSW at Palm Beach

Photo: Sue McCormack



# **PROPOSAL TO AMEND THE CONSTITUTION.**

On March 19<sup>th</sup> a Special General Meeting was held to vote on a proposal to amend the Constitution by changing the dates for the financial year of the Register.

To recap, at the Adelaide National Meeting a motion was passed to change the date of the Annual General Meeting (normally held in June) so that it coincided with the date of the relevant National Meeting. For many years these meetings have been held in the second half of the year. The NSW Department of Fair Trading, under which we are incorporated, require that our AGM is held within six months of the end of the financial year. An approach was therefore made to the Department seeking an exemption to this requirement, but we were informed that no exemption would be provided. We were further advised that the only way to comply would be to propose a Special Resolution to change the date of the financial year, so that it ended in June rather than December. This would then allow the AGM and the National Meeting to be held concurrently.

Arguments for and against the proposal were circulated via the Sidescreen magazine and by individual members.

All members were invited to attend the Special General Meeting, either in person or via our Zoom conference facility. It was very pleasing to see a number of local and interstate members avail themselves of this technology, with only Western Australia and the ACT not having representation on this occasion..

A total of 132 members cast votes either in person, by mail or electronically. This represented more than 40% of the entire membership, and was a fantastic response, showing how many of our members care about the issues which affect the running of the Register. The Committee wishes to sincerely thank all those members who took part in this particular exercise, which has demonstrated the strength of the Register.

Our Constitution stipulates that for a Special Resolution to be passed, not less than 75% of those members voting must be in favour. On this occasion, the vote for change did not reach a simple majority, with 82 members voting against the proposal, 49 being in favour, and with one member formally abstaining. The "Yes" vote therefore received only 37% of the votes cast.

This result means that the AGM this year will again be held in June, and relevant information including nomination forms for Committee positions are included in this magazine. Incidentally, there will continue to be meetings associated with the National events, where reports and discussions can take place. The main difference from an AGM is that it will be less formal. There will not be a need to approve the financial statements and elections of Committee members will not take place. This means that the meetings will not take up too much time and will allow everyone to spend more time socialising and enjoying the cars, which is what the National event is really all about.

John Pike  
Acting Secretary

# PRESIDENT'S MESSAGE

Hi Everyone,

I hope you are all well and have been out enjoying the late summer and early autumn weather in your TR's. There have been some most enjoyable Register runs of late and some more coming up which I hope you can participate in.

Well, the Committee has worked very hard to enable the Special General Meeting to be held recently on 19<sup>th</sup> March. It was extremely pleasing to see such keen interest in how our club is run. Members put up their own arguments following the Yes and No cases seen in the last Sidescreen, showing the passion members have for their club and how we move forward. From those arguments and the actual voting count, it is clear that members want to maintain the current AGM being held separately from the National meeting and so avoiding any potential conflict at that time, whilst ensuring that the Concours is a really enjoyable time for everyone, where likeminded TR owners just get together in the spirit of fun and friendship. So on that note, I encourage all members considering coming to Ballarat this year to get your Booking Forms in early, so that planning can continue to achieve a really memorable event that our hard working organisers have instore for us.

Now, the June AGM. I really encourage any members who want to positively assist in running the Register and bring forward their ideas, to nominate for a position on the Committee. The Register is a unique car club, as it has developed one of the best and most economical ways to restore and keep our cars on the road through the supply of parts. This started in the 1970's when spare parts for our cars became almost unprocurable and through the diligent work of members, we have the supply we have today, particularly thanks to Alan Bare, Ray Kasparian and BareCo. This uniqueness has led to a large membership of 300 members, as a Register of sidescreen TR's and Derivatives, along with the comradery and enjoyment it has then engendered in getting out and having fun in our cars in a social setting. So we need to put any past issues aside and get on with having a good time. If you feel that there are aspects of the Register that don't satisfy all you want from a club, maybe you should consider joining another carclub as well, as many do, for local reasons. I look forward to seeing as many as possible at the June AGM on Tuesday 18<sup>th</sup>, either in person or by Zoom.

Technology has also caught up with our club. In the past we relied on our fantastically informative Sidescreen magazine coming out bi-monthly, thanks to our Editorial Teams, presently in the very good hands of Jenny and Terry Hicks. After the beginnings of Sidescreen and through the generosity and genius of Rick Fletcher, we have built and continue today to use a fantastic website, that is miles ahead of any other carclub. Emails and Facebook have since come along and everyone has now come to expect, or perhaps been indoctrinated by, its demand for almost instant communications. Mobile phones and SMS are immediately at hand as well. The Committee has acknowledged that there have been some communications short comings in the past in this context, so we will move to communicate with all members in between Sidescreen issues through the use of Bulletins and emails.

We will also be putting out advice on the Website and a new section has also been added to Sidescreen, called Club Matters. Club Matters will inform members of pertinent items discussed in Committee Meetings and important items of interest about our club. Rob Bradford has kindly agreed to do this on behalf of the Committee. Members must be mindful of the fact that care will always be taken involving matters, which arise from time to time of a personal nature. Such instances become "Committee in Confidence" decisions and we want to avoid the Club becoming involved in deformation, whilst respecting the privacy of the individuals concerned. We appreciate that some members do not have email addresses but be reassured that everyone will still receive their copy of Sidescreen as usual and Bulletins by mail if necessary. If you have not previously provided the Register with an email address or yours has changed, you can always update your details with our diligent Membership Secretary Tony Knowlson. I sincerely hope you enjoy reading our Sidescreen magazine as much as I do.

BesT Regards,  
Russell Holliday  
President

## CLUB MATTERS.

We have not often discussed Club Matters outside formal events like meetings, local and national so let's start with a summary of what has been happening "behind the scenes" so to speak. Looking back, quite a lot really. We introduced Zoom, which is modern Video conferencing and has allowed full meeting attendances including interstate members, for both Committee and other events. It is free, easy and very effective, so we hope to expand interaction with all corners of club membership. It was particularly pleasing to see so many use this facility to attend the recent Special General meeting and subsequent discussions. This illustrates that everyone is able to contribute to the club regardless of location, so if you have an opinion on how the club should or could be run, now is your chance to nominate and let everyone benefit from your inspiration and experience as the AGM is coming up very soon.

Financials took centre stage as we discovered that we really did not know as much as we thought we knew about the financial state of our club, which made for a lot of hard work, soul searching, pain and hoo-ha, but we have finally arrived at a conclusion where everyone agrees with our Treasurers financial report presented at the February Monthly Committee Meeting. Thank you Tony.

One of our skilled members, Darryll Dobe offered his expert services in helping us focus on SWOT: Strengths, Weaknesses, Opportunities and Threats for the Club. A team representing State, Committee and members contributed in Workshops which have provided us with a basket of items to focus on. **Watch this space.**

Whilst we put general business aside to concentrate on SWOT, we had to face the realities of priority like organising and holding the Special General Meeting before we run out of time in 2019. It is easy to be distracted, like a raft of Constitutional improvements sprang up, all of them important and maybe urgent but priorities rule and so these will be the subject of much discussion soon. **Watch this space.**

To, summarise what happened at the committee: ( Skip the technical details and boring stuff) The Database software company we use, now want to charge a \$1900 annual fee. Rick has found an alternative to keep our historic records intact but it will be a little while until this part of the system is on line again. Photos from our National meetings will now have to be managed by event organisers.. We are looking for someone to take over the Web site from Rick. **Help please?**

Spare parts sales continue as normal. We should reflect on just how important this part of the club still is. You might recall that we have averaged about \$70,000 in sales every year over the past several years and we are the only car club to have in house spares at almost cost price, all due to the dedication and generosity of Allan Bare. Thanks Allan.

Membership: It was decided that there would be no increase in membership fee and that there would be only 1 vote per membership number. Discussion on variations in membership are ongoing as some clarification is needed, however there will be clear guidelines and instructions prior to the AGM to prevent any confusion.

Concord RSL cannot offer us meeting facilities any more so an alternate venue is being considered.

As always, trying to please all of the people all of the time is fraught with danger, however if you have an idea please drop a line to the editor or call as this makes it so much easier to think outside the square and predict what could be done before it is needed. Until next time.

Club Matters, (because it does.)

**Rob Bradford**

# ANNUAL GENERAL MEETING 2019

All members are invited to attend and participate in the Register's next Annual General Meeting, which this year is scheduled for Tuesday 18 June 2019. It is proposed to hold the physical meeting as usual at the Concord RSL Club in Sydney, with the meeting to start at 7.30 pm. Note that there is some doubt about this location, as the Club is currently under administration as it attempts to trade its way back to profitability. In the event that this venue becomes unavailable an alternate spot will be arranged and all members notified in plenty of time to adjust their travel plans.

The agenda for the meeting will follow the usual format, with reports from the various Committee members and State Coordinators. The financial statements for the year will also be presented with a view to having them approved as required by the Department of Fair Trading.

At the conclusion of this part of the meeting, all Committee positions will be declared vacant, and elections will be held for the new Committee. For information, a copy of the draft Minutes from our last AGM is published in this magazine, and members will be asked to accept these as an accurate record as part of the forthcoming AGM.

As always, all Register members are encouraged to consider standing for a Committee role. This is an opportunity to give more to our terrific club than an annual subscription. Of course, being a Committee member isn't for everyone, but if you have considered standing in the past, why not make now the time?

The appropriate nomination form is included with this magazine, and those intending to nominate should forward the completed form so that it reaches John Pike, the Acting Secretary, by 21 May. This time frame is required so that members can be advised of the nominations and given appropriate voting details in plenty of time to submit postal, electronic or proxy votes if they are not attending the meeting in person.

Incidentally, for those unable to attend in person, it is possible to attend via our Zoom conference facility, as used successfully at the recent Special General Meeting. All you need to do is notify the Vice-President, Rob Bradford, and he will arrange for an invitation to be forwarded to you.

The Committee looks forward to seeing as many of you as possible at the meeting, either in person or on the Zoom screen.

John Pike  
Acting Secretary

## **FOR SALE:**

1. TR/Dolomite Sprint gearbox with J type Overdrive **\$1500**
2. Spitfire/Dolomite gearbox (single rail) with J type Overdrive **\$1350**

**Contact John Lamond on: 0410 388 712**

# **ANNUAL GENERAL MEETING JUNE 2018 MINUTES TR REGISTER AUSTRALIA INC.**

**Venue:** Concord RSL and Community Club, Concord NSW

**Date:** Tues 19th June 2018      **Meeting Opened:** 7.30 pm

**In Attendance:** Russell Holliday, Bob Slender, Mal Munro, Rick Fletcher, Mark Stuckey, Bruce Hoskins, John Pike, Terry Hicks, Jenny Hicks, Brian Richards, John McCormack, Tony Knowlson, Ian Cuss, Rob Bradford, Bob Watters, Allan Bare, David Pearce, Gary Waite, Warren McEwan, Allan Wright, Renate Polglaze.

**Apologies:** Chris Olson, John Murn, David Stephens, Graeme White, Andrew McColl, John Johnson, Leonie Johnson, Geoff James, Gary Johns.

**President:** President Russell greeted all attendees and commenced proceedings.

**Minutes of the previous Annual General Meeting 2017:**      **Correction:** Nil

Read as a true and correct record of proceedings

**Moved:** John Pike

**Seconded:** Bob Slender

**Business Arising:** It was brought to the Committee's notice that the Register was not financial with the Council of Motor Clubs (CMC). The Secretary contacted the CMC and this was rectified.

## **Reports**

### **Secretary (Mark Stuckey)**

**Correspondence in:** Nil      **Correspondence Out:** Nil

### **President (Russell Holliday)**

President Russell reported as follows:

The Register has had a good year including some interesting runs, weekend tours and a great National Meeting held in Tasmania. Thanks to the Tasmania committee. 120 people attended and most stayed for the longest After Tour we have ever had. Great weather, beautiful scenery and only a few breakdowns. This year also saw the Register's constitution brought up to date for compliance purposes. Thanks to John Pike for all his hard work on this. The financial position of the Register remains strong. New and second-hand parts continue to service the needs of members. The range of parts is under review with safety concerned parts being looked at.

The purchase of the Zoom conferencing app looks like being a great addition for the Register as it means members can join into meetings remotely and so meetings become more inclusive. The next National Meeting is in South Australia. David Stephens and his team have prepared an interesting program including a seaside venue for the Concours display and some great after tour runs. If you have not yet booked please do so soon. The 'National Meeting and Concours Guide' has been rewritten to assist future organisers to prepare proposals and run the National Meetings. We need to make organisers feel comfortable in running these events and assure them they have the financial backing of the Club.

Thanks to the outgoing committee for their help and support throughout the past year.

**Report to be accepted:** Mark Stuckey      **Seconded:** Terry Hicks      **Report accepted.**

### **Vice President (John Johnson) – absent**

No report.

### **Treasurer (Leonie Johnson) – absent**

A financial report for 2017 was forwarded to the Committee by Treasurer Leonie in April as she and John have embarked on a long trip during which email and telephone connections cannot be relied upon. The Committee have decided not to accept the financial report at this time due to a restructuring of the format and content of the Register's financial reporting which is currently under way and has overlapped the end of our financial year. A financial report will be forwarded to members as soon as possible. A letter of explanation will accompany the posted minutes.

### **Membership (Tony Knowlson)**

Membership Secretary Tony reported that the Register currently has 308 members with 147 of them having already renewed their memberships to date. An excellent response.

**Report to be accepted:** Rob Bradford      **Seconded:** John Pike      **Report accepted.**

### **Editors (Terry and Jenny Hicks)**

Editor Terry reported: During the last year we have experimented with changes with Sidescreen.

Firstly, we went to monthly rather than bi-monthly. Secondly, we went to pdf but maintained a printed

copy for every second publication. Thirdly, we changed format to A4. Fourthly, we went to full colour. The monthly did not work. For the contributors it was too often and increased the work load on the editors. We reverted to bi-monthly.

A minimal number of members elected to not receive a printed copy being happy with the pdf alone. This minimal number receive a pdf only. Everyone else receives a pdf and a printed copy. The change to A4 has been welcomed or at least no-one has complained. The colour has been accepted well, the only downside being an increase in cost. At this stage things are going well. Thanks to the co-ordinators who submit reports and to those who submit articles of which we would like more. I am pleased to see that the technical articles have a life beyond the magazine in which they would get lost and die. They exist online within the website and, also, as part of Technical Tips.

I believe that the current situation is what members want. I also believe that members would not readily read a pdf if that is all they received and Sidescreen would die.

**Report to be accepted:** Bob Slender Seconded: Brian Richards Report accepted.

Separate to his annual AGM report Terry added:

We have produced our first A4 full colour magazine. The old black and white magazine cost \$4.45 a copy, the new full colour is \$5.91 a copy. It is difficult to ascertain the comparative cost because the magazine constantly varies. The number of pages varies between, say, sixteen and twenty-eight. The print run varies. There are sometimes inserts. Last issue had a coloured renewal form, a nomination form and a four-page spare parts list. I would estimate that the move to full colour costs close to \$1 per copy. I believe that the magazine, as it exists, is as good as it can be without commercial advertising. I have started to forward to members any magazines that come to us as a pdf. This has been well received on trial. We do send Sidescreen to the UK as a pdf and asked if Traction could be sent to us likewise. Apparently, this is not possible. They are, however, happy to send us extra hard copies. I will forward them a membership list.....I am putting together an outline of the process involved in producing the magazine for perusal by prospective editors.

#### **Web Manager (Rick Fletcher)**

Rick reports:

**Website** – There has been an increase in the number of interesting articles and photographs submitted by members and visitors. This makes the site more interesting to viewers.

Sales of items and cars has been fairly brisk, with realistic prices achieving quick clearance rates. It is also a good way for members to dispose of surplus bits laying around the workshop. Just send me clear photos of each part and a description and price. Wanted items have been successful for some members but it depends on the scarcity of the wanted part.

An important thank you to Terry Hicks who has taken on the big task of photographing the missing second half of our new parts list. This will enable us to better present the new parts list on the web. It is envisaged that the new list will have an additional column to press to see a photo of the part. Ray Kasparian has also been a big help to Terry in preparing the parts for photography.

**Database** – The main user, Tony Knowlson, has been making good use of this software purchased by the Club. It seems that it provides all the data we require when we want it, with few glitches. Thanks Tony for the excellent job you do with this complex program.

The **Forum** has continued to be a useful platform for discussion. The improved software has resulted in fewer outside attacks from nasty people. The need to have a reasonable understanding of TRs has blocked most scammers when they have to answer such questions before registration. It has even blocked some of our members!

The Forum is the only place that events are listed now and most co-ordinators use that facility. If you want to learn how to post events on the Forum just call me for help.

**Conferencing Software** – We have had only one official meeting using our purchased Zoom software. That was the May Committee Meeting which was reported to be successful. Mind you, we had nearly 12 months of testing. I have run impromptu mini tests with a number of members who were struggling a bit but I am impressed with the way so many members have got the hang of it and many of them admit to having little computer experience.

Ring me if you need help with Zoom. The software is a free app to members.

**Report to be accepted:** Tony Knowlson Seconded: Ian Cuss Report accepted.

#### **Historian (John Pike)**

Club Historian John reported: This year has been a case of steady as she goes. Requests for



Birth Certificates have been slowly declining as more members obtain these documents. We currently have more than 250 copies of the certificates on our database. Nevertheless, I believe there will be a continuing demand for this service.

The arrangements we have with Mike Ellis in the UK have worked smoothly, with no problems in the financial transactions or in the ordering and despatch of the certificates. In addition, the new owners of the factory records have been very cooperative.

A problem which remains to be solved relates to body number searches. Two of our members have asked for certificates based on body numbers, but both have provided identical numbers. In addition, I have discovered a similar duplication in the factory records for two other cars, meaning more research is required.

Entry of information into the Historical database established by Rick Fletcher has been slower than anticipated, but I hope this will be resolved in the coming months.

From an archive perspective there has been little added to the physical holding. The electronic archive has also had a quiet year, although all newsletters up until the birth of Sidescreen have been digitised.

From a historical point of view, I do not see any insurmountable challenges or difficulties arising in the coming year.

**Report to be accepted:** Allan Wright    Seconded: John McCormack    Report accepted.

**New Parts (Bruce Hoskins)**

New Parts Officer Bruce reported: New parts sales continuing very well. Ray Kasparian continues to do a great job. The most recent shipment has now all been added to stock. A new order is currently being put together.

**Report to be accepted:** Mal Munro    Seconded: Allan Bare    Report accepted.

**Second Hand Parts (Mal Munro)**

Second Hand Parts Officer Mal reported: The last twelve months have been comparatively quiet, however, most requests made have been fulfilled.

**Report to be accepted:** John McCormack    Seconded: Bob Slender    Report accepted.

**Regalia (Chris Olson - absent)**

Chris emailed a report a copy of which is attached to the printed Minutes.

Chris reported the following:

1. Income

Sales pre-2017 Concours	\$ 648.80
Sales of Tasmania Regalia	\$ 2490.00
Sales at 2017 Concours	\$ 1982.05
Sales since 2017 Concours	\$ 28.00

2. Expenses

Postage on sales	\$ 88.54
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3. Stocktake completed with assistance from Alan and Cherylin Mitchell, and a copy of current stock sent to the Treasurer.

4. As a result of this stocktake, an order has been placed with fifty8george, Bathurst, to replace sales of popular lines made at the Concours and to meet current orders and product requests from members.

5. I understand that regalia specific to the South Australian Concours has been chosen by the SA Concours Committee and when approved by the National Committee, will be purchased by the SA Concours Committee and made available to members prior to the 2018 Concours.

6. Thanks to Russell, Kerrie and the Committee for their continued support to me as you Regalia Officer.

If I am nominated to the position for 2018/19 I would be happy to continue serving in this position for the Register.

Kind regards,

Chris

**Report to be accepted:** Russell Holliday    Seconded: Mark Stuckey    Report accepted.

**ACT Co-ordinator (Peter McEwan) – absent** Peter is happy to continue as ACT Co-ordinator.

**NSW Co-ordinator (John McCormack)** John is happy to continue as NSW Co-ordinator.

**Qld Co-ordinator (Peter Clarke) – absent** Note: Peter is currently away.

**SA Co-ordinator (David Stephens) – absent** David is happy to continue as SA Co-ordinator.

**Tas Co-ordinator (David Pearce)** David is happy to continue as Tas. Co-ordinator but is actively seeking a replacement.

David reported:

The National Meeting in Launceston was very successful with strong support from mainland members. Thanks to John and Pauline Kay for all their work, and to John and Leonie Johnson for their support. Notably, 100% of Tasmanian members interacted with the event at some time. Member Stephen Rochester completed another successful Targa Tasmania.

**Vic Co-ordinator (Gary Waite)**

Gary is happy to continue as Vic. Co-ordinator.

Gary reported: There have been regular events in Victoria with relatively low attendance. Planning for the 2019 National Meeting is well under way with preparations for the Meeting and Concours being made and planning for the After Tour is also progressing.

**WA Co-ordinator (Chris Keay) – absent**

Chris is happy to continue as WA Co-ordinator.

Chris has been working with Rick Fletcher to get set up to use Zoom conferencing. As Chris is a dairy farmer on the other side of the continent timing can be difficult.

There was an All British Day in Bunbury recently where six Sidescreen cars took part, one of which was unknown to the Register with the owner restoring a further two cars. There is currently a luncheon event planned.

**General Business**

Rob Bradford moved that a vote of thanks be given to the Editorship team of Terry and Jenny Hicks as well as the Web Manager, Rick Fletcher, for the continual work they do in presenting the face of the Register.

Seconded: David Pearce

Proposal accepted.

Bob Watters raised the subject of calendar contributions. Only 35 photos have been received to date and many more would be appreciated. The website will continue to be utilised for contribution requests and perhaps Co-ordinators could help?

Bob Slender asked whether professional photography was suitable.

Bob replied that photographs taken by members were preferred, ideally showing the cars being used.

No further General Business.

**AGM Election of 2018/19 Committee**

At this time all Committee positions were declared vacant and the election of the incoming 2018/19 Committee followed. Brian Richards acted as returning officer.

**Nominees were as follows:**

President: Russell Holliday

Vice President: John Johnson and Rob Bradford

Secretary: Mark Stuckey

Treasurer: Leonie Johnson

Editor: Terry Hicks

Webmaster: Rick Fletcher

New Parts Officer: Bruce Hoskins

Second Hand Parts Officer: Mal Munro

Membership Secretary: Tony Knowlson

Historian: John Pike

Regalia Officer: Chris Olson

Committee: 1. Ian Cuss

2. John McCormack

3. Bob Watters

The only position requiring a ballot was that of Vice President which resulted in Rob Bradford being elected following a vote count by the returning officer.

All other nominees were elected unopposed.

The returning officer congratulated the new committee and wished them well for the coming year.

The incoming President, Russell Holliday, congratulated the incoming committee and thanked John Johnson for his contributions during his tenure as Vice President as well as Brian Richards for acting as the returning officer.

The meeting closed at 8.40 pm.

Mark Stuckey

**Secretary**

## MEMBERSHIP REPORT

Hi Folks,

Jen and I have returned from a great holiday in South America which included Buenos Aires, Iguazu Falls and an expedition trip to the Antarctic, which included crossing the Antarctic Circle.

End of June renewals time is approaching fast and we are keeping the renewal subscription at \$40. We are also enabling the renewal to be done by direct deposit using our BSB 032-087 and account number 152432.

When making the payment use the description field to add "Subs" and include your surname and if possible your membership number eg "Subs Smith 123". This is essential so that we know who has paid.

**Please send all renewals and queries to**  
**TR Register Australia**  
**PO Box 457**  
**MOUNT MARTHA**  
**VIC 3934**

2019/2020 Membership Renewal Form will be posted with June/July Sidescreen with enough time to renew. If you wish to renew now, use the renewal form from the Register website.

Only 2 new members since my last report, both from Victoria :-

VIC – Neil & Kaye Bransgrove from Rye joined with a TR3A

VIC – Joe Costantino from Melbourne with a TR3A.

The TR has had its dodgy brake light sorted so is ready for the next coffee run with the Peninsula chapter and then a bit more use now autumn is starting here in Victoria.

Tony Knowlson@optusnet.com.au

## EDITOR'S REPORT

We certainly have a substantial magazine. This is partly because of the necessary admin and partly because of all the interesting submissions. Jenny did send a message out to the general membership and we received several submissions from members who have not previously submitted; excellent. Please keep them coming.

As always thank you to contributors who submitted on time and those who made contact even if they had nothing. It makes it all a lot easier.

Regards, 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



## **NATIONAL GET-TOGETHER AND CONCOURS**

**BALLARAT - 25<sup>th</sup> to 27<sup>th</sup> October 2019**  
**After Tour - 28<sup>th</sup> to 31<sup>st</sup> October 2019**

**This is just a friendly reminder to get your accommodation booked ASAP as places at the Bell Tower Inn are limited and they are quickly being taken up.**

**Your Concours Registration form is required by the 30<sup>th</sup> of June please.**

**The Concours Committee have made a concerted effort to ensure this whole event is full of fun and friendship for the attendees and to showcase our cars to as many people as possible.**

**I can now officially declare the Ballarat Concours and After Tour to be AGM FREE.**

**What this means is that there will be more time for people to socialise and to have FUN with our cars.**

**Don't miss out, please come and join the party.**

**Gary Waite**  
**Ballarat Concours Director 2019**

## BALLARAT CONCOURS INFORMATION

**Friday 25th to Sunday 27th October, 2019**

Accommodation venue for the 2019 Ballarat Concours:

**Bell Tower Inn, 1845 Sturt St, Ballarat VIC 3350 Ph 03 5334 1600 Reservation No. 46642**

- ☐ Std Rm \$138 p/night. Breakfast \$15 Continental or Cooked extra pp, p/day, if required.
- ☐ Free Wi-Fi for all guests.
- ☐ Bookings will be held open at these rates up to 30/6/19, after this date, surplus rooms will be at public rates and not secured.
- ☐ Each attendee is required to make their own booking and payment directly to the Motel.

### Concours Agenda

#### Friday 25th October

- ☐ Arrival and check in at Hotel
- ☐ Registration 2pm—4.30pm at Bell Tower
- ☐ Welcome Reception at Pipers By The Lake (3.7km from Bell Tower), cash bar.
- ☐ Bus Pickup 5.45pm, 6.05pm & 6.25pm from Bell Tower. Return 9pm, 9.20pm & 9.40pm from Pipers

#### Saturday 26th October

- ☐ Concours Display and Judging, 9am to 4pm at Lake Wendouree, behind Pipers By The Lake.
- ☐ **Presentation Dinner, Ballarat Golf Club, 1800 Sturt St, Ballarat VIC 3355, 500m walk from Bell Tower from 6pm to 11.30pm.** A three course Dinner, at a cost of \$70 per head, cash bar. Entertainment, Opera & DJ to dance the night away.
- ☐ **Theme for the Dinner— Night at the Opera.**

#### Sunday 27th October

- ☐ General meeting, to be held at the **Bell Tower Inn** from 9am to 10am
- ☐ Sunday lunch run, departing from the **Bell Tower Inn** at 11am Sharp. Venue will be at the Flying Horse. Approx. 1 hrs drive through the scenic Victoria. 10% off Full Menu, cash bar.
- ☐ Spend the afternoon at your own pace self touring Ballarat, M.A.D.E., Art Gallery, Mining Exchange & Gold Museum etc.
- ☐ Evening Dinner—By own arrangements.

## CONCOURS AFTER TOUR INFORMATION

**Monday 28th to Thursday 31st October departure**

**Note:** Accommodation for the full event is at the **Bell Tower Inn**.

#### Monday 28th October— Tour Ballarat

Spend the day self touring at your own pace at Ballarat Sovereign Hill & Gold Museum, a meeting room has been provided at the complex for our group to come & go as we please. Tea and coffee provided and either bring in your lunch or dine at one of the 7 café's or historic hotels on site. A 2 day pass discounted to \$45. Parking our TR's at their secure parking adjacent to site entry.

#### Tuesday 29th October—Run to Maldon, Castlemaine and return

Depart Motel 9am for a run to Maldon by 10am to board our private 1st class carriages with morning tea on the Maldon Heritage steam rail, you may even win a chance for **8 people to 'ride with the driver'** of this beautiful historic steam train. The train winds its way from Maldon to Castlemaine, self tour Historic Castlemaine and return to train departing at 12 noon from Castlemaine, to arrive at Maldon for a lunch included. After lunch we are lucky to be invited to visit 'Up the Creek Workshop' a mechanical workshop for vintage cars, currently being restored is a Bugatti, Bentley just to name a few. **Gold Coin Donation for the Local Hospital.**

Possible evening for all. **Dinner with a Sound & Light Show at Sovereign Hill** Approx. \$ 80 TBC. Dinner starts at 7pm. Expression of interest required. (New show is being constructed for next year)

#### Wednesday 30th October—Run to Daylesford and return

Depart Motel for a self guided run to the Historic town of Daylesford. Follow our scenic route and wind through the beautiful country side. Once you arrive the day is yours to visit the long list of things to see and do. Meet for your return trip via convoy at 3pm to Ballarat in time to freshen up for our farewell pizza dinner and drinks at the Bell Tower.

#### Thursday 31st October

Depart Ballarat ...Safe Travel & Happy TRing



## AUSSIES AT THE NZ CONCOURSE 2019



At the end of our own concourse in Adelaide in 2018, a few of us started a conversation about heading to NZ in 2019. Frank and Ann Clearly always seem to enjoy coming to the Australian event, so we thought it might be fun to reciprocate. It would also be a great excuse to visit the south island and take in the scenery, the food and the wine!

We had heard that Ian and Tracey Cuss were going, as were Ivan and Elizabeth Powell. With Keith and Judy Brown, Robert and Gail Allan and Jenny and I from Melbourne, that would make at least 10.

In November 2018, we contacted the NZ TR Register and asked if would be OK to attend. They were very welcoming and made the job of booking very simple. The committee organising this event were first class from the start and we really appreciated the response from them.

Next step, Qantas, Booking.com and vroomvroomvroom.com. Within a day or 2, everything was booked. One advantage of travelling in a group is access to fabulous accommodation that you perhaps would not consider. Houses in Christchurch, Franz Josef and Greymouth. Apartments in Dunedin, Queenstown and Hanmer Springs. All were wonderful. It always pays to closely check the reviews before booking. We were lucky that all were better than we expected.

We did miss the experience of driving our TR's on such wonderful roads with great surfaces and curvy bits. Our Hyundai Imax (rebadged TR9) comfortably seated all 6 of us and luggage. It also had air conditioning and heating which we appreciated at different times!

We started in Christchurch and met up with Ian and Tracey for dinner. Next day with Ian and Tracey with us, we headed to Akaroa which was heavily damaged in the earthquake. It is not so obvious now however. It is a quaint little town with French history. We had the best fish and chips for lunch- Elephant fish. 8 in the Hyundai this day and it was perfect.

Next was a relatively long drive south to Dunedin for us, while Ian and Tracey headed off north. We visited Lanarch Castle and found a couple of interesting restaurants. Dunedin has a heavy Scottish influence in its architecture and reminded us of Edinburgh.

Next stop, Queenstown. A really nice drive along windy, undulating roads with fabulous views. Like here, quite a lot of road works with 30kmh signs along the way. A bit annoying at times, just like here.



Queenstown is quite hectic with tourists everywhere. House prices rival the best suburbs in Melbourne and Sydney!! Spectacular scenery and the adventure sport capital of the world. A rainy trip to Franz Josef followed, so we missed some of the best scenery of the whole island!! It had cleared by the time we arrived (via Ship Creek) and the views of the glacier were spectacular. An easy drive along the coast followed to Greymouth and the reason for the trip, the concourse. Thursday evening was registration at Monteiths Brewery where we got to meet many of the NZ members, catch up with Ian and Tracey (again) and Ivan and Elizabeth, collect our welcome kits, drink the local brew and eat a wonderful dinner. The committee made sure we felt welcome and spent plenty of time with us. Another couple of visitors were from the UK. Paul Hogan was the Chairman of the TR Register and his mate, Gary were on an around the world adventure and decided to drop in. Our Aussie group was last out, so we made the most of the night. And we didn't have TR's to prepare for the following day!

Friday was concourse day. A 30 minute drive south to Hokitika where the local Mayor welcomed the group. A great display of TR's. The Register is open to all TR's in NZ not just side screens. (Not sedans, Stags, Heralds, etc) The cars presented well on the grassed area at Cass Square. Judging was underway by 9.30am and concluded by 11.30am. Some very interesting cars were present including Frank and Ann's TR4 Dove and a TR6 with a 4.6 litre V8!!! We can confirm it went much harder than a standard TR6 and blew a bit of smoke just the same! Friday night dinner for our group was at Speights Alehouse, along with most of the organising committee. The food was amazing for a pub and we had a very entertaining night telling stories. What happens on tour, stays on tour!! A very interesting adventure by 2 of the NZ members can be seen on You Tube titled Kiwi Nomads. Saturday was a 330km run in the cars but we decided to drive about 75 km along the coast and back. The scenery is stunning. We seemed to be stopping every 5 minutes for photos. At lunch we caught up with many of the TR's and tried to help get a TR3A up and running. Not sure if we did help, but it did run again. Saturday night was the presentation event at Shanty Town, just down the road. Dinner, presentations, our own "Murder Mystery" written by Carol Thomas and lots of fun with the NZ TR owners. Before the dinner, one of the TR's in our carpark had a problem with its water pump and pulley. The owner was about to give up when we asked the owner of the next car to drive in if he had one. Out of his boot came a complete unit!! In typical TR style, the car was back up and running for the rest of the trip!!

Sunday for us was a drive to Hanmer Springs. For most others, including Ian and Tracey, it was the after tour. They were heading off anti clockwise, doing much of our trip in reverse. Hanmer Springs is just stunning. A bit like Bright in NE Victoria on steroids. If you get the chance, go there. Dinner at the Heritage Hotel was amazing. Best rack of lamb we have had.

Monday was just a little drive back to Christchurch airport and a quick flight home.

Thanks very much to all the TR Register NZ members, committee and organising committee for allowing us to visit and making us feel so welcome.

Thanks also to our travelling companions, our friends Keith, Judy, Robert and Gail for making the trip so special.

Hopefully, the NZ TR's will allow us to return to another concourse one day.

David and Jenny Ferguson





## NZ CONCOURS AND NATIONAL MEETING

A wonderful experience of how other Triumph Clubs work and a big thankyou to Frank and Anne Cleary along with all the TR New Zealand organizers and member's for making 10 Aussie so welcome.

David Ferguson report gives you an insight into how it all started. I will now give you an overview of the Concour National Meeting and after tour.

Tracey and I left Christchurch and headed across country to Greymouth via the Tranz alpine train. It was beautiful. Traversed over the mountains through stunning scenery and arrived in Greymouth 15 minutes early, bloody good for a 6 hour ride. We cannot get a train to run 300k and be on time in Australia, we need to lift your game.

Received our rental and head north to our first overnight stop where we found a TR8 sitting in the motel carpark. Well that became the flavour for the next five days seeing TR's running around and heading to Greymouth for the gathering of the faithful. It didn't take long before I had my head under a bonnet and revived a poorly running TR4.

The Thursday night gathering was well organized and after the traditional banter of Ball tampering Aussies and Kiwi Sheep jokes we settled into some serious drinking and discussion, especially why we don't have all TR's in our club. I can now say that seeing younger members driving later TR's maybe it's something we need to consider. We were all presented with a wonderful array of goodies and travel bag along with a gesture of gratitude in an envelope. A treat we did not expect but it happens at all the national meetings. If you travel North to South or vice a versa you are given some funding to help lower your cost. The concour has no official Sponsors and the club subsidises the event.

Friday was Concours day. This is a low key event with judging of the cars taking only a few hours and it's judged by points and percentage. Their classes are similar and I did give a talk on our judging at the Sunday Morning meeting. The layout wasn't exactly what the organizers had wished for, due to a larger event taking up 90% of the park, placing around 50 plus cars in a small area worked okay. They do not sell regalia and after the judging at 12noon they head off on a 300 k drive. The evening dinner was divided between two restaurants as the numbers were around 150 member's the split of people worked. An enjoyable night was had in both restaurants.

Saturday up early and off on another drive then return to our motels for fellowship (happy hour). The presentation night once again was terrific, presentations were quick a few speeches and us Aussie's presented the Grunge award it's for the car that when you see it, you take a second look because of its condition or something it might have that nobody else has. ie Fencing wire holding the door shut or a big banger V8 in a TR6. The award went to the TR6. Theme night Gold Fever as the area of Greymouth had a gold rush in the 1800 you had to dress appropriately then it turned into a murder mystery night absolutely wonderful. Great food and complimentary wines.



Sunday morning pack up and head to the National meeting it started at 9 finished by 9.40.

President Ian Rammage stood in front of the members, gave a brief report, some discussion on fees and regalia which was put to the committee to discuss at their next meeting. Very quick no Chapter reports it's all up to the committee to run the club and if anybody wants to have something discussed then the committee take it on board and report back.

The after tour begins and a simple booklet with attractions, route to your next night accommodation some pre booked tours it all worked well. The basis is do your own tour and meet at the designated

overnight town for accommodation and meals. Ivan, Elizabeth, Tracey and I were always given plenty of notice of the evening meal gathering. Over the next 5 days I had the privilege of driving the TR4 Dove of Anne Cleary, riding with President Ian in his lovely TR6 and doing a couple of laps around Highland Motorsport Track as passenger in Glenn Wilcock TR6.

The Go Kart challenge was at Highland Park and as the only Australian in the event I could only manage fourth place losing out to the winner by 1.5 seconds, I didn't have to buy the beer as I wasn't last. The PRE 1950 MG club were on their National meet but weren't too keen to engage in fellowship as they were in bed by 8.30. Oh well.

TRacey



History does repeat itself and some years ago during Adelaide Concours I along with Mr Xerri were called insubordinate as we overtook the organiser on one of the runs. On this tour a well-known SA Member wanted to let his Rental unleash its power and overtook an array of cars including a Motorhome towing its TR4 only to be sitting have coffee an hour later when the Motorhome owner mentioned did you see the (>>>>) overtaking. Can I say with this SA Member wished the ground would swallow him up. (Name withheld)

What a wonderful experience we all had and remember we are all friends in the World Wide TR Register it's just we haven't meet everybody yet. Thanks again to the New Zealand club.

Ian and Tracey Cuss



New Zealand version of TRSIX



## TR TALES ... HOW THE TRS HARDTOP FIRST CAME ABOUT ?

Sidescreen owners are really exposed to all of the "four seasons" elements, wind, rain, sunshine etc. so gloves, jackets of different types and styles including headgear and goggles can be worn depending upon the season being hot or cold. On stand-by, mainly for the benefit of the passenger, is the fairly snug factory supplied weather proofing equipment to fit over the hood bows /soft-top frame which is stored across the rear of the cockpit, not forgetting the sidescreens that fit into the cut-away door brackets.

A variation to the factory supplied hood and side-curtains came circa late 1954, with the option of a factory supplied hard-top which came first in fibre-glass then steel sometime later. ( Also more recently, those ageing owners who feel a little more exposed to the wind can now have the popular pivoting "windwings" secured to the TRs windscreen stanchions.)

You can image my surprise when viewing an immaculate hard-top TR at Echuca a few years back, to hear visiting historian and author Bill Piggott quietly say to me ' there is a interesting story behind the first factory hard-top'.

Apparently, according to Triumph folklore in the early days of the TR2s production run, Triumph designer Walter Belgrove designed a prototype detachable hardtop in fibre-glass unbeknown to senior Standard – Triumph management. When factory management learnt of the prototype they demanded that it be immediately scrapped as the required budget was simply not there ?

However, when members of the Sales Department also saw the stylish hardtop, they quickly urged that that it be developed and seeing the prototypes sales potential approached the Board who agreed that the hardtop should become a factory option. The rest is sidescreen history.

**GRAEME WHITE**

**Terry,**

My white 1955 TR2 is getting closer to being back on the road, maybe mid April, on the road.

The other Philippine TR2, the 1954 black one, is in for an upgrade too at Alfred Motorworks Manila.

Regards

**Mick McGovern**





## **A CAUTIONARY TALE**

One very hot day last December, the Sydney TR Register group held their Christmas lunch at the Penrith rowing club. Ten or twelve members and partners attended with about eight of us in our TRs. Now as I have said, it was a very hot day and that meant my day did not start to well. I chose to go top down, as you would in a TR, but it meant we sat in the traffic and fried. This resulted in some not so complimentary words from Gwen which I must agree were warranted.. Any way the setting was great and the lunch went well. It was then time to go. As the traffic was not good on the way out, I decided to go back an alternate way through Richmond/Windsor.

This is the point it all went down hill. We walked out to the car with our shoes sticking to the melting bitumen. Jumped in the car and headed off home. We reached the main road and I scanned the gauges as you do and....no oil pressure, zero. Pulled over and checked for leaks and the oil level, all good. The engine was not making any undue noise so continued on our way and kept telling myself that it was a gauge problem. If I kept the RPM above 2500 it showed 20-25 PSI. It took just over an hour to get home. Driving a TR through traffic and not letting the RPM drop below 2500 was interesting, especially on a hot day. The engine did not overheat and we got home OK, still no undue noise from the engine.

On getting home I immediately checked the gauge. In my case this is simple as I have a separate sensor for my EFI system and it only required to fire up the lap top and check. Both gauges read the same, bummer. Next morning I checked the pressure cold and it showed around 50PSI. Still lower than normal so I replaced the pressure relief valve with one from my spare engine and checked again. The pressure was about the same. From this I concluded it was not the relief valve. Next I dropped the oil, changed the filter and refitted the oil cooler I had removed a few years earlier after I stopped track work with the car. Checked again and no change.

Now I was really into it. Dropped the sump and checked the big end bearings and the centre main bearing. They were good, no damage from the trip home. Checked to see if the cam bushes had moved but they were good. Pulled the oil pump but it checked out OK with only a small issue with the rotor that would not have affected the pumps performance. I ordered a new pump spindle/rotor assembly from the Register and fitted it any way. Refitted the sump, filled with oil and took it for a test drive. Oil pressure started just under what I normally have but as it was a different PRV, I figured it must have been what the old engine I took it from run at. All looked good, happy days, but it kept nagging at me that I still had not actually found any issue that would have caused the problem in the first place.

Wednesday the following week was our regular morning coffee at Pie In The Sky run so I took the TR to give it a good test. Down the motor way at 110KPH and all looked good. On the way home the oil pressure started to drop and was about 35PSI by the time I got home. Now I was really having difficulties trying to come up with reasons why the pressure would behave the way it was. I lifted the distributor drive and checked the upper oil pump drive bush. It acts as the upper seal for the gallery that routs the oil from the pump to the main oil gallery. No problems. Removed the oil filter head to check that there were no gasket issues that could cause an internal oil leak. All good.

Now I was getting desperate and clutching at straws. Trouble was I running out of straws. I changed the rocker assembly with the spare engine but this did not help. Through all this, each time I took the car out for test, the problem was getting worse. Now the pressure would be down to around 35 PSI after only three km from cold. At this point I decided that my next step would be engine out and arranged with Bob Slender to come over the next week to help.

That night I was relaying my frustration's to a long time friend up on the Gold Coast and he suggested to apply compressed air to the oil system and listened for excessive hissing of air escaping. Earlier on I had considered pressurising the system with sump off with my oil primer system but rejected that due to the mess it would make. Never thought of air so next morning I dropped the sump, again, made a fitting for the oil system and applied air pressure. There was a lot of hissing up there in the bowls of the engine but I could not pick out any that was higher than the rest. Whilst laying there looking up trying to dodge the oil drops I noticed bubbles coming from the oil pump gasket. Now that should not happen.

I grabbed the pump and gave it a shake. It was loose. I had not tightened it when I fitted it way back in the story. It took about one and a half turn of each nut to tighten them. On a 18TPI thread that amounted to about a 0.080" gap. More than enough to cause low oil pressure. This was why the problem was getting worse. The pump retaining nuts were gradually working off. Tightened the pump and refitted the sump, filled with oil and took it for a test drive, over 80PSI and it did not drop. Adjusted it down to 65 and was very happy with myself for fixing it but very disappointed that I had left the pump loose in the first place. Could have saved myself a lot of time.

By now it was time for our next months Pie in the Sky run. Down the motor way at 110 again and all looked good. I was relaying to my fellow TR owners my tale of woes and I suddenly stopped, I could not remember torquing up the main and rod bearings. I left the pump loose, did I leave the bearings loose? Home at a much reduced speed, dropped the sump (I'm getting good at that) and checked, yes I had torqued them up.

OK I had fixed the problem but what was the cause in the first place. Rob Bradford had picked it when he had the problem last year and wrote an article about it.. It was the pressure relief valve. The first thing I changed. Why then did I go through all this? Because I did not do a proper test after changing the PRV, that is why. Now lets go back to the beginning. First thing I done was check the gauge which was the correct step. Next I changed the PRV, and that was the correct next step. This is where my trouble shooting process broke down. I simply compared the pressure cold on the new PRV with the one on the old PRV cold and not taking into account any difference in PRV settings between the two. If I had carried out a proper road test I would have found that the problem was solved but no, not me, I had to go through the whole process.

The lesson here is that when you go through your trouble shooting process, make sure you carry out a proper test before going on to your next step. Could save you a lot of time.

**Brian Richards**

Some photos from my engine rebuild prior to the Concours last year.



First photo shows my 2 piece tunnel cover. It splits on the centre line of the gearshift hole and means you can access some of the fiddly bits around the rear of the gearbox. I also replace the large grommet over the universal greasing hole with a metal plate secured with 2 small self tappers.

Second photo shows the underside of the tunnel. A thin metal strip was plug welded around the rear of the front section so that the rear piece can be screwed in place with small self tappers. The whole is covered with carpet underfelt attached with carpet glue.

**Rick Fletcher**

## **THORP'S WAY**

This is the title of a biography of long time and well-known Register member from the Inverell area, Ron Thorp. Ron had a very nice Australian assembled TR3 for around 30 years, and was instrumental in helping to organise our Concours in Inverell in 2000.

Ron has donated a copy of his memoirs to the Register, and it makes for very interesting reading. The story traces Ron's beginnings from growing up in the 1940s and 50s, his early business life as a used car salesman, his racing of a Triumph Super 7, and his establishment of a major wrecking yard in Yallah. His racing prowess increased with the acquisition of such cars as a genuine Cobra and the ex-Tom Sulman Aston Martin DB3S – a car he deeply regrets passing with when he sees what it is currently worth !!

As an adjunct to car racing, he obtained a Commercial Pilot Licence and there are stories about his love of aviation and the trials and tribulations of trying to make a decent living from aeroplanes. (Not mentioned in the memoirs is the saying that the best way to make a small fortune out of aviation is to start with a large one).

In amongst all this, Ron was heavily involved with the development of the National Transport Museum at Inverell, which we visited as part of the 2000 Concours. It was Ron's drive, perseverance and enthusiasm which convinced the local Council that this was a very worthwhile project.

All in all, for anyone interested in the sort of history recounted in this book it makes a great read. There is so much information provided that there was no room to discuss his exploits with his TR, but there's enough details and photos of other cars and planes to satisfy almost anyone.

Copies of this book are available directly through Ron for \$24 including postage. You can contact him by phone on (02) 6722 4634 or by email on [r@thorp.com](mailto:r@thorp.com) to discuss the book and place an order. I commend it to you.

John Pike

PO Box 578

INVERELL NSW 2360 Australia

## **FAIR MAIDEN RESCUED BY KNIGHT IN TATTY WHITE OVERALLS**

Once upon a time there was a fair motor car called Gloria and she lived in the prestigious suburb of Hunters Hill. The young men of the day often admired her underslung chassis and her 18" knock-on wire wheels. Her sleek lines were enough to quicken the RPM of passing cars and her pedigree placed her amongst the more elite vehicles in the parking lot.

In her younger days she was quite unique, for only the more privileged could afford a new car in 1934, let alone one of such style and elegance as Gloria. She spent several happy years purring around with her proud owner but then, the war started and there was little fuel for motor cars. After the war, things got slowly back to normal, but soon a new generation of cars were appearing and they all had independent front suspension and built-in headlamps. Young men wanted more power and speed. Cars like Gloria became known as "pre-war". Soon she had to give up her cosy garage and park in the driveway, sometimes even in the street. It was so humiliating to be pushed down the road because her battery was flat or her points were dirty.

The years went by, the roaring forties, the flying fifties and Gloria was showing her age just a little. Her paint was dull and she badly needed a de-coke, but her owner was now too old himself to take much interest in her so he placed an advertisement into the Sydney Morning herald to try and find a new owner for her. Some rough looking people came and kicked her tyres and sat on her mudguards. She shuddered to think of what they might do to her

Then a kind young man in tatty white overalls arrived and inspected her thoroughly. He said that he knew all about her family and felt sure he could soon make her much better, so after some

bartering , fifty pounds changed hands and Gloria was on her way to Wollongong with her new owner. Gloria was pleased to be on the road again, but she was very sick. Too sick to climb the long hills which lay ahead. Finally she had to accept a helping tow from a friendly Yank tank to get her to her new home.

The kind young man in the tatty white overalls soon got to work and stripped her engine and fitted new parts. He even had new valves made, as these were not available for "old" cars like Gloria. When she came out of the workshop she felt much better although she was a little ashamed of her shabby appearance. It was not long before she was to get a complete face lift and a new coat of black and ivory enamel which made her look almost new again. After this, her new owner took her everywhere and she was once again admired by young and not so young men. She went to exciting places, like Bathurst car races and even took part in some races on Castlereagh and Bargo airstrips. Finally, the kind young man in the tatty white overalls decided to sell Gloria to his best friend because he wanted Gloria to be cared for in a manner to which she had become accustomed. Gloria's new owner lavished her with affection and she did many happy miles with other cars in the Illawarra Vintage Car Club.

Gloria was eventually resold and she was taken back to Sydney where her condition gradually deteriorated. One owner decided to turn her into a racing car and pulled her body right off. She then sat outside in her bare chassis for many years. Another person bought her body and took it away and she continued to rust in the salt air while her tyres just got flatter and flatter. Meanwhile in Australia's capital city, another man was busy collecting Triumph cars and parts. He had studied Gloria's family tree and had already acquired several of her close relatives. This kindly man virtually opened his garage doors to homeless Triumphs and his place was soon to become a retirement home for these derelict thoroughbreds. Gloria's body eventually found its way to his home and being unique style, was placed in the garage with many other Triumph parts. One day Gloria's tyres were pumped up and she was dragged onto a trailer and carried all the way to Canberra to the very place where her body had been taken. There was not much room at "Triumphville" so she had to rest on the front lawn with a cover over her to keep out the cold air. At least she was not rusting away as fast now. Gloria thought that she had come to her final resting place, a sort of old age home for Triumphs. There was a Super Seven, another Gloria, a very rare Gloria coupe, a Vitesse and a Dolomite all in retirement like herself. One day a man and a lady arrived with a big trailer and took the other Gloria away. Perhaps there is another world for old Triumphs, she thought.

Then quite out of the blue, a man called in and started crawling all over the Triumphs. When he came to Gloria he became very excited because he said that she had once been his very own car and he had at last discovered an old love. Gloria soon realized that this was the same young man in the tatty white overalls who had rescued her when she was so run down over 25 years before. If only she could look as beguiling as she was then he would probably fall for her charms again. The months went by and Gloria felt that she no longer had any future left. She remained in the front of the house and her body parts remained in the garage.

One Sunday morning a red Land Rover arrived towing a long trailer and a young man in tatty white overalls got out. Gloria knew at once she was to go with him. He gathered up all her body parts and filled the back of the Land Rover with all sorts of goodies. With the help of her landlord he sat her body back on the chassis and pulled her up on the trailer. Some passerby thought she was off to the tip, but a long road lay ahead for Gloria- up hill, down dale, fuel stops, flat tyres, 560 mile north and two days later she arrived at Inverell.

There was a special place reserved for her in a big hangar with aircraft and other cars. Gloria's sister Trixy was even there to welcome her and when she saw how well preserved Trixy was, she knew that she too could one day become the elegant lady she once was.

The rest of the story has yet to unfold.

**RON THORP**

## QUEENSLAND REPORT

Joined up with TSOA and took a scenic drive to Scottys Garage, a popular cafe/restaurant/museum ⅔ the way up the range to Toowoomba.

The owner has a couple of Studebakers and a collection of motorcycles and motoring equipment and a fifties style American Hamburger Restaurant.

We met up in the city for coffee and after travelling out to Ipswich managed to keep off the highway through Walloon, Rosewood, Grandchester, Laidly, Gatton, Grantham and then up the range via Flagstone Creek Road towards Scottys Garage and Toowoomba.

A few lost sheep on the way but everybody managed to arrive together thanks to the mobile phone network.

Three cars went out on February 10th and ended up at an "English Pub" for lunch. Judy and Greg took some good photographs and sent one on to be included in the world wide photo shoot honouring J Black's Birthday.

Our next event is weekend away 22-25 March at Hervey Bay and 11 cars will be present.

**Peter**

## AUSTRALIA DAY RUN- NOOSA STYLE

Dear Peter and Susan

Just a short note to say how much Gail and I appreciated catching up with you and the others at the Australia Day function visiting the Hinze Dam and travelling over some beautiful Country Side to Paul and Rita Bingham's Beach House at Kingscliff for our annual BBQ Cricket match which was a hoot. It's interesting to see how slow some of us have got over the last few years.

While you and Sue would have been recovering and sleeping in, I was in the TR at 6.30am driving from our Motel in Wynnum to the Gold Coast looking at outboard motors that I had checked out on Gumtree in the comfort of our home in Noosa the week before.

To cut a long story short in 33 degree heat a little beauty was purchased, tied on the John Johnson boot rack, then back to the motel to pick up dear Gail and drive on to Noosa. As the day got hotter and the plastic fuel tank swelled in the heat as they do, it started to dribble fuel all over the boot carpet, hence to say after this little adventure I wasn't popular even though Gail is quite rugged and understands these things. She has never liked the smell of fuel!

Checking the speedo we had done 535 miles over the weekend, appreciating just how much we use the boot rack, love these little cars, their reliability and ruggedness.

We are looking forward to the March run to Maryborough and all things Ballarat.

Best Regards and thank you for looking after us again.  
Happy TRing,  
Warren and Gail





## **SAPPHIRE COAST CHAPTER**

The Sapphire Coast Chapter enjoyed an impromptu run to Bermagui on a splendid Autumn day for lunch and a walk around the headland viewing the exhibits in the Sculptures By The Sea Festival. We do enjoy a dash of culture down here.

The response to the Autumn TT was overwhelming with 16 couples booked and 4 on the waiting list. These runs proved very popular in the early years of the new millennium with one every year starting with the first Tassie Tour in 2001 until around 2007. There were many others including overseas trips and a third Tassie Tour in 2012 but lately they seem to have been replaced by the After Tour following the National Meeting. It's great to see 6 couples from the 2001 Tassie Tour taking part, still out there touring 18 years later.

I encourage other members to organise such a run, it's not difficult and the little bit work required is rewarded in full by the amount of enjoyment gained by sharing good times with fellow members. Stay tuned for details of an overnight run in April.

The weekly coffee mornings are popular with many holidaying members joining in for some friendly company at either the Table of Knowledge for the ladies or the Table Of Ignorance for the men. Any members visiting the area are invited to join in the fun by contacting Bob Watters or Rick Fletcher whose contact details are in Sidescreen.

**Bob Watters**

## **CANBERRA CAPERS**

Hi Everyone.

Not too much happening on the TR front in Canberra. Graham Brohan has been having some problems with overheating on his TR mainly caused by a blown head gasket. Although now repaired it is not running as well as it was before.

My TR has a cracked power brake elbow which needs to be repaired before we embark on our Sapphire Coast tour in May organized by Bob waters.

Russell and Kerrie Holliday made a surprise visit to Canberra after the death of Russell's mother. It was great to catch up with them over an Italian dinner and a glass or two of red.

We were saddened by the death of Graham Biggs partner Dulcie after a long battle with cancer. She was a lovely gentle soul and we will miss her greatly.

Our last breakfast at Poppies Café was not as well attended as usual but we still appreciated the chance to catch up and enjoy each others company.

### **Coming events**

Our Xmas in July Tour has 11 couples participating and final details are being tweaked as we go to press. It should be a terrific few days away and we hope it can live up to last years event.

Our next breakfast gathering will be at Cafeviin, shop 4 Pearce Shops, Hodgson Crescent Pearce at 9.00am on Saturday 6 April.

Kind regards  
Peter McEwan  
ACT Coordinator

## TASMANIAN REPORT

Our long hot summer continued well into the New Year with much of the state being well alight during January / February. Our southern members experienced a fair bit of smoke haze whilst our most southerly member Lance Hadaway of Dover wasn't going away lest he had to defend his home and Triumphs from fires in the area. He also put a lot of hours in with his local volunteer brigade. Great effort Lance! Again the March weather was most settled for the first 3 weeks as the Tassie Tourers would know and now the rains have come. February is a busy month with a variety of car shows both in the north and the south. The biennial Wooden Boat Festival at Hobart was also held and while there I caught up with WA member Peter Frost and Jennine and their 26 foot yacht Presto . Most of our cars have been getting a regular run, some more than others.



Jeff Mount is making good use of his recently acquired 3A ex South Australia and joined John Kay and David Pearce in 3As for a run along the Frankford Road to Port Sorell and the nearby Ghost Rock winery for lunch on the first Monday in February. The Deloraine Street Car Show for pre 1988 cars was held on Sunday 17<sup>th</sup> February. I was a bit late to rock up in the TR so went later in the morning, Cars are parked back end to the footpath on both sides of the windy main street of Deloraine. Over 450 cars present with overflow down on the banks of the Meander. The crowd was estimated at 10000 over the day while many businesses reported their best day. Only a couple of Triumphs to be seen, one being a recently restored Herald 12/50.



### Devonport Motor Show – Sunday 24<sup>th</sup> March 2019

This was the 13<sup>th</sup> show which is organized by the Rotary Club of Devonport North. After last years washout contingency plans were put in place in case another weather event occurred. The event was well supported again and I would estimate that there was close to 600 cars present on the banks of the Mersey River. In addition there were lots of trade exhibitors, catering providers and other entertainment. This years



featured marque was Porsche and examples of most models were present. On the upper level of the new civic centre there was a display which featured the 1969 General Motors Hurricane Concept Coupe which was fully restored in 2011. In addition there 3 Morgans all in silver being an Aero 8 Coupe, a 3 - wheeler and a Plus 8 Roadster. A couple of restored speedway cars caught my eye too. We had 3 TRs on the grass and they were the only Triumphs present. Stephen and



Ginetta Rochester travelled up from Hobart in the 3B on the Saturday while John Kay and David Pearce took the 3As through from Launceston on the Sunday morning.

Showers were forecast for the day but it only clouded over for brief periods and showers were scant. There was a good range of marques and models presents covering most decades of manufacture. The oldest and rarest was a Car-nation. I was quite taken with the 1959 Sebring Sprite tribute car finished in green with a yellow band around the air intake.

In the South on the same day was the Car and Bike Show at Geeveston to which Martin Osborn was organizing a Drive It Day for Triumph owners . Business there was quite badly affected by the recent fires.

### **For Sale**

1956 TRIUMPH TR3 Comm. No. 14000

A beautifully restored car refinished in 2-pack Red with chrome wires and overdrive. This was Pete Cousins car. Full details are on the TR Register website.

### **Coming Events**

#### **Sunday 28<sup>th</sup> April 2019 – Picnic at Ross**

Hosted by the PVCC this year sees the event moving forward by 3 weeks and also making a return to the streets of Ross village from the Recreation Ground. This should auger well for the local businesses be they bakeries or antique shops or the hotel.

#### **Monday 29<sup>th</sup> April to Saturday 4<sup>th</sup> May 2019 - Targa Tasmania**

This years event will be the 28<sup>th</sup>. There will be 33 Targa Stages over 490 competition kilometres. The first four days will be run out of Launceston traversing the Tamar Valley on the Monday, the central north on the Tuesday, the north east on the Wednesday, the north west on the Thursday then overnighing at Strahan. Fridays run is from Strahan to Hobart while the last day Saturday sees the cars looping the Channel and Huon districts south of Hobart.

This years event will be marked by the absence of Stephen and Ginetta Rochester and Rusty #259. Navigator Ginetta has had a serious break to her ankle with a long recovery and the car is still in the workshop following an engine rebuild with clutch work required.

#### **Friday 20<sup>th</sup> to Sunday 22<sup>nd</sup> September 2019 - Baskerville Historics**

David Pearce

Tasmanian Co-ordinator

## **VICTORIAN REPORT**

### **PAST EVENTS**

#### **Sunday 24<sup>th</sup> February - RACV British and Euro Car Show at Yarra Glen Racecourse**

A fine, warm and cloudless day greeted the 1000 plus cars of all make and models. There were plenty of Triumphs but only four Sidescreens and one TR4 representing the TR Register. There were 22 TR6s parked along the front of our area, quite an impressive sight! It was lucky we were early and got a spot under the shade of a row of gums. Thanks to Chris Copeland for making the effort to come down from Bendigo in the lovely TR2 replica Speed Model with its new solid wheels. It looks great Chris. Thanks also to Andrew Pitchford, Michael and Trish Hall and David and Wendy Graham for coming and for their company.



## **Tuesday 5<sup>th</sup> March – Dinner Meeting Wheelers Hill Hotel**

Eighteen members and partners attended the third of our new Dinner Meetings. One brave member, David Graham, even drive his TR3A to the event. Again after the meal we broke into our men's and ladies tables to discuss the more important things in life, the mechanics of the Sidescreens.

## **Friday 8<sup>th</sup> to Sunday 10<sup>th</sup> March – Phillip Island Historic Racing**

We took our caravan and camped on site with John and Leonie, Rob and Rosemary and Dean and Rosie. It is a great way to enjoy the racing and our friends. David Orchard and Andrew Gibson were racing but had mixed fortunes. Andrew completed all his races, won his class and also achieved a PB for a lap time. Well done Andrew. David was not so lucky. He had just rebuilt the motor (\$\$\$\$\$) but after the first race it was lacking power and leaking oil. David and his team worked feverishly on the car but after the first lap of another race he had to retire.

We bumped into plenty of TR people in our strolls around the pits and displays. It is a great event.

## **Wednesday 20<sup>th</sup> March – Combined NW Group & TR Register Melbourne Group Lunch Broadford**

Wednesday, 20 March saw Victorian members hold a mid-week lunch run. The idea was to offer members the opportunity to get together outside the usual weekend held events and encourage members from regional areas and the Melbourne metro to meet at a mutually "central" location. After pouring over Google Maps, Broadford, about 90kms/1 hour, north of Melbourne was selected as the meeting venue – Broadford is probably about as "central" as you can get in Victoria when considering where the overall membership in Victoria lives. Although it was recognized that this location would still prove to be a "K to Far" for some members, it was decided to go ahead with Broadford with a view to holding a mid-week lunch run further west and east of Melbourne should the Broadford event prove successful.

The plan was to gather at the Broadford Hotel at 12.15pm - 12.30pm under our own steam, however, those coming up from Melbourne all met up at the Growling Frog Golf Course to drive the rest of the journey under convoy. As it turned out, the weather was smiling on us – not too hot although the temp further north (Bendigo way) was predicted to hit the high 30's.

With my TR being out of action, Michael Heaton returned the favour from our recent Harcourt-Maldon run and let me passenger in his TR3A. We set off at about 11.00am making the most of the flowing and sweeping back roads from Kyneton across to Lancefield, Kilmore and onto Broadford..... this is good TR country. The traffic was minimal, which was to be expected mid-week although a couple of instances of roadworks took the edge off drive. Never the less we made good time to be the first to arrive, so with a bitters, lime and soda in hand we took up residence out front of the pub to await the others.

First to arrive was Peter Riley (Mt Macedon) in his 3A, followed shortly after by Peter Standen (Bendigo). Given the expected temperature in Bendigo, Peter opted to drive his modern. Not long after the Growling Frog contingent arrived comprising:

Gary and Robyn Waite – TR3A

John Johnson and Ross McKinnon – TR3A

Andrew Pitchford – TR3A

Tony Knowlson – Modern



Meals at the Broadford Hotel are well known amongst the vintage and classic motorcycle racing fraternity, given the nearby location of the race track at the State Motorcycling Complex, and certainly did not disappoint our little group. It was pretty easy to pick those with links to the Old Country as they instantly went for the bangers and mash, while the (cricket ball sized) rissoles



proved popular amongst several other members. The Seniors Meal with 2 courses for \$16.00 also got a good run as did the pumpkin salad which looked a treat. In short everyone was very happy with their meals – good old-fashioned pub fare at a great price..... and plenty of it!! Some members were looking for a doggie bag!!

The conversation flowed well around the table. Plenty of talk and news about the upcoming National Rally at Ballarat – looks like being a pearler.....while TR and travel stories abounded.

It was also great to see Ross McKinnon join us. Although he has not been on a run for a while, Ross has been a long time member of the Register. (Member No. 16 from 1976. Thank you to John Johnson here for bringing Ross along.) Andrew Pitchford braved the suburban stop-start traffic in his TR to join us, only to have his garlic bread order stolen by certain country member..... umm.....

The **Endurance Award** goes to Tony Knowlson who drove 2 ½ hours to join us from Mt Martha. Although he chose to (understandably) take the “comfy car” he was not expecting the delays he encountered on his 360Km round trip. Well done and good skills Tony!!!! It was nice to have you with us.

So, with spirits high, belly’s full and the ubiquitous photo session complete, we made our way home. The mid-week run proved to be a great success and it was agreed by those present, and given the number of apologies received, that we should hold a similar event in the not too distant future. Stay tuned.....

Ian Gallpen (Thanks Ian for the insight into getting the NW Group up and running and for organising this luncheon. It was fantastic. Gary)

## Future Events

### Saturday 30<sup>th</sup> March – Eddington Sprints

This TR Register event has been cancelled due to lack of support

### Sunday 28<sup>th</sup> April – Mornington Run, Lunch and Wine Tasting

Further details to be provided in my Future Events email to members

### Friday 17<sup>th</sup> to Sunday 19<sup>th</sup> May – Winton Historics

Is there any interest in doing a day run to this event? Please let me know if you are interested.

### Sunday 26<sup>th</sup> May – Breakfast Run

Detail TBA

### Tuesday 4<sup>th</sup> June – Dinner Meeting Wheelers Hill Hotel

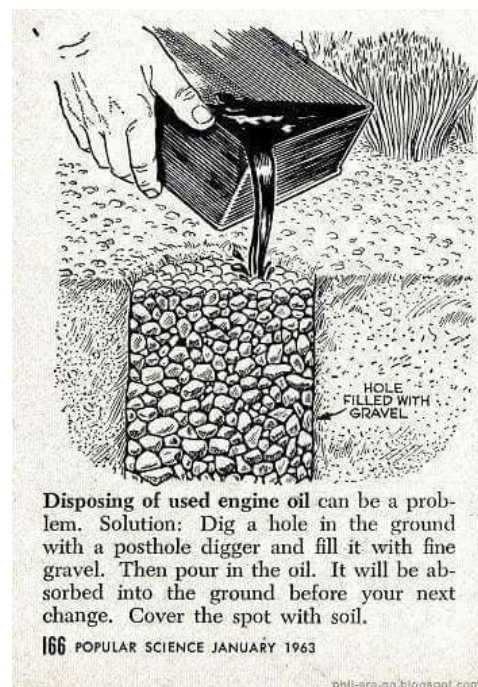
Meet at the hotel at 6pm. Numbers to Gary by Friday 31<sup>st</sup> May please.

Happy TRing to all. Gary Waite

Thankyou to Gary Johns for the good oil tip.

## STOP PRESS:

John McCormack sighted in the back streets of Leichhardt road testing his ex– Bob Cousins TR-2 following restoration.





Hey Terry

I was just playing with my grandchildren & realised the little one my kids used to play with is exactly the same as "Rattles" , right down to the upholstery colour ( whom I have owned for just over a year ) .I have been nurturing the toy for at least 35 years & was unaware of it.

Regards

Andrew Ross

## 2020 CALENDAR

As previously advised there will be a calendar produced for 2020. Some people have been busy with 25 photographs received already, each and every one of them are terrific pictures.

The few basic rules are:

Preferably by amateur photographers

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.

Entries close 30<sup>th</sup> June, photos selected will earn the member who submitted them a free calendar.

Photos to be emailed to

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





## SIDESCREEN SECOND BITES

Hi Terry,



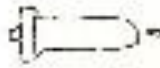
This article was submitted by Ces Scholar in October 1998 and probably not remembered by some of our members. I thought it might be interesting to re run some of this old stuff for the young ones!!! Mal was editor back then.



Cheers



Rob



This is not in Technical Tips.

26

- (1)    BULB BROKEN OFF
- (1) CAPILLARY TUBE IS ALWAYS LONGER THAN NECESSARY. CUT OFF ABOUT 1" CLEAN & DEBURR ENDS OF ORIGINAL TUBE & 1" PIECE.

- (2)   DRILL MINIMUM CLEARANCE HOLES IN BOTH ENDS OF BULB.

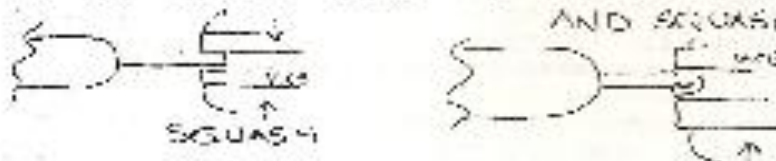
- (3)   REPLACE NOT ON CAPILLARY TUBE AND SILVER SOLDER TUBES IN PLACE AS SHOWN. ABOUT 1/4 INCHES OF CLEAR

- (4)   ATTACH THICK WALLED PLASTIC TUBE TO BULB AND SECURE WITH A TWITCH OF LIGHT WIRE.
- (5) FILL THE TUBE WITH METHO TO ABOUT 1" ABOVE TOP OF SHORT TUBE.
- (6) ATTACH MOUTH TO TOP OF TUBE AND SUCK (NOT WITH LUNGS, WITH MOUTH ONLY), TO PRODUCE MAX VAC
- OR (7) USE A LONGER TUBE AND ATTACH TO INLET MANIFOLD OF TRUSTY TR. A FEW RINS WITH QUICK SHUT OFF WILL PRODUCE ABOUT THE RIGHT VACUUM.

- (8) AIR WILL BE SUCKED OUT OF BULB AND WHEN VACUUM SOURCE IS REMOVED

ALCOHOL WILL BE FORCED IN. METHO MAY BOIL UNDER VACUUM, DOESN'T MATTER.

- (5) REMOVE PLASTIC TUBE AND SQUASH ABOUT 1/2" OF SMALL TUBE IN VICE. BEND OVER AND SQUASH AGAIN



- (6) CLEAN END OF SQUASHED TUBE WITH FILE AND SEAL WITH A LITTLE BAKERS AND SOFT SOLDER.

# DRIVE YOUR TRIUMPH DAY 2019 - AUSTRALIAN CONTRIBUTIONS



Queensland: English Pub outing

## **FEBRUARY 10 SIR JOHN BLACK'S BIRTHDAY**

The concept is to go for a drive in your Triumph: on a country road, out to lunch, to the market, to work, where ever. Go for a drive alone or with a bunch of fellow Triumph Club members. Take a spouse, buddy, child, grandchild or dog. Go for a drive and then take a photo. The photo is mainly of the car, ideally in a cool spot or in front of a landmark, also in front of a market, hardware store or workplace is all-good. Then send me the photo with basic info: name and place photo was taken and the year & model of the car. Remember, this is a photo taken on February 10<sup>th</sup>.

Regards,

Rye Livingston

Activities Chairman

Triumph Travelers Sports Car Club

[DriveYourTriumphDay@gmail.com](mailto:DriveYourTriumphDay@gmail.com)



NSW: Cheryl at North Head , Sydney.



NSW/ Victoria: Triumphs TCCV organized and Ian Cuss coordinated the run to Dederang Hotel, Kiawa Valley

NSW: Allen's TR2 (TR3 grille), McCormack's TR2 and the Holliday's TR3A at Palm Beach

