

# SIDESCREEN



JOURNAL of the TR REGISTER AUSTRALIA  
NO. 103

JUNE/JULY 2019

## TR Register Australia Events

### National

June 4 – Questions re Financial Statement need to be received

### **Tuesday June 18— Annual General Meeting**

**Concord RSL 7.30pm (6pm for dinner)**

**Change of Venue if necessary: 17 Hume Rd Lapstone**

25th-27th October 2019 National Meeting Ballarat

June 30 Membership Renewals Due

Last day for Ballarat Concours Entries

28-31 October After Tour

### Victoria

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

### NSW

2 June Sun Cars and coffee St Ives Showground – 0800 till about 1100

5 June Wed Pie in the Sky morning tea

7-10 June Wagga Wagga Rally

19 June Wed Common Ground Picton 10.30

7 July Cars and coffee St Ives Showground

21 July Common Ground Picton 10.30

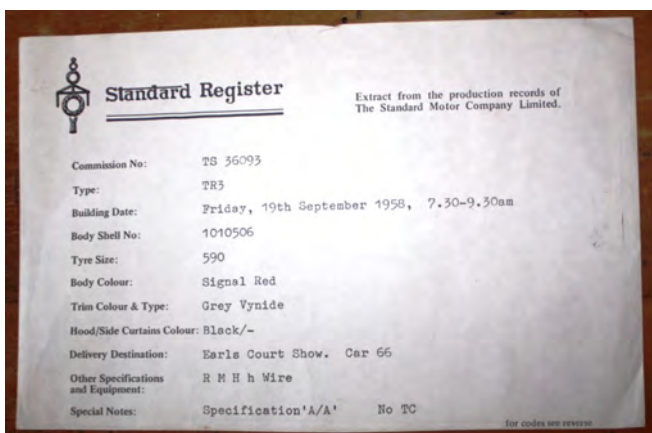
### Tasmania

20-22 Sept Baskerville Historics

### ACT

Sat June 15 Breakfast Run Pialligo 9am

Xmas in July Tour – 30 July to 2 August.



If you go onto the For Sales on the website you will find an excellent restoration project with a lot of good bits, like a metal hard top..

Wait there's more! How many TR3A's were delivered to Earls Court Motor Show in 1958.?

This could well be "The car". Form an orderly queue on the right.

**FRONT COVER:** Sapphire Coast Chapter TT Tour: Entering Mt Hotham Tunnel in heavy snow.

Photo: Kerrie Holliday

# PRESIDENT'S MESSAGE

Dear Members,

Attached at the end of this Sidescreen is the **Notice of the Annual General Meeting** and a copy of the Statutory Reports.

**The AGM is to be held:**

**At Concord RSL and Community Club, Majors Bay Reserve, 1 Nullawarra Ave, Concord at 7.30 pm on the 18th June, 2019** , dinner beforehand at 6pm.

If you are unable to come in person but wish to join the meeting by using the digital "Zoom" facility then please contact me by email or phone (as per my normal contact details). Should any financial member have any questions regarding the reports then please submit these to the secretary by the 14th June.

**PLEASE NOTE:** The RSL club unfortunately has gone into administration, so the standby venue is at **17 Hume Road Lapstone NSW 2773**.

Ample notice will be given (by email) if this is required and if you wish to attend then please come along. Pre – meeting dinner is being provided from the kitchens of Kerrie and Jenny Hicks for a 6pm start. BYO drinks. RSVP to Kerrie (0407498506) or Jenny on (0438650571) for catering purposes.

So please join us if you can, share a meal and meet our incoming committee.

I am not standing for President with the next committee, so with much gratitude I thank you all for the opportunity to hold this position and your support over the past 5 years. Thank you to all the committee members, State Coordinators and members I have worked with during this time, thank you for your support and friendship. I also particularly want to thank John Pike who worked so hard on the new constitution and as acting Secretary, Rob Bradford for bringing in Zoom to allow members across Australia to visually link up for our meetings and to Tony Xerri for stepping up to add his professional skills as our acting Treasurer. We also have our great Magazine and fantastic Web site, which contribute hugely to connecting us all and keeping us informed on activities coming up and on all our events we have previously held. This is such a Terrific car club, unique in providing a great service for our car parts and a register for cars in Australia. It provides a wonderful facility for like-minded TR owners to really enjoy using and maintaining the cars together.

As a great example of the Register allowing our members to enjoy TRavelling together, we have recently been on a fantastic TR Tour organised by Bob Watters. Kerrie and I travelled a total of 2000kms, firstly to Jindabyne when we then met up with 16 cars and journeyed over the Snowy mountains to Bright, where some 40 members met up for a TRrific dinner. We then traversed through snow over Mt Hotham and down on to the coast. What a well organised tour, so many TRs, so many friends, such a wonderful time, the essence of our club: enjoying our cars together. We look forward to many more of these events.

Don't forget to get your Ballarat National Meeting booking forms into Gary Waite as soon as you can so we can catch in October for the exciting event planned.

**Best Regards,  
Russell Holliday  
President**

# **MEMBERSHIP REPORT**

Hi Folks,

It is that exciting time of the year, when you all get the chance to renew your membership and update any details that have changed. End of June 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, and if possible email me to confirm you have made the payment.

One issue is that people who renew this way often do not send in a completed renewal form, no problem as long as none of your contact details etc. have changed, if so or you want to update the history of the car (or yourself!) please email me.

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

4 new members since my last report, two from Victoria and one each Qld and NSW :-

VIC – John Woolford from Richmond ex Ian Simmons TR3A  
VIC – Peter Malkin from Porepunkah with a TR3A  
QLD – Ian Pegg from Alexandra Headlands ex Bill Rangott TR3A.  
NSW – Andrew Markerink from Mittagong restoring a TR3A

The balmy autumn weather changed this weekend and our breakfast meet was supposed to be cold and rainy, however the showers held off and although cold it was sunny. Around dozen made it to Narre Warren for coffee etc.

Tony

## **EDITOR'S REPORT**

**Thank you to all for getting the articles in on time. We have a hasty schedule as we need to get the information out re the AGM out to members before.**

**It is all a bit confusing but in the magazine there will be,  
(1). Special General Meeting minutes from 19/3/2019.  
(2). Notice of AGM 18/6 & statutory reports.  
As extra to Sidescreen are also included  
(3). Financial statements & notes for the period Jan – Dec 2018.  
(4). Membership renewal form.**

**You will note that there are two articles from members re EV (electric vehicles). I welcome articles from members that are of general interest in motoring. I do note of late that there have been reports of cars such as E Type Jaguars and Aston Martins being converted. There are reasons for this. Firstly original drive trains are complicated and expensive to overhaul. Secondly an EV conversion may improve performance and thirdly it will allow such vehicles access to cities in the future.**

**Brian Richards may be able to conjure something up here.**

**Best wishes, Terry (& Jenny).**

# TREASURERS REPORT

## For the Period 1<sup>st</sup> January to 20<sup>th</sup> May, 2019.

Hello Members,

It has taken some time to sort out some of the banking issues, plus us (Lesley & I) moving house has put me behind the eight ball, but now I can devote more time to the business of being Treasurer. As promised, I have presented the Receipts and Payments for the period ended **20<sup>th</sup> May, 2019**, including bank balances. Should you have any questions then please do not hesitate to shoot me an email.

The Annual General Meeting (AGM) will be held on the **18th June** and you will be presented with the Financial Accounts ending the **31<sup>st</sup> December, 2018** in with this Sidescreen. At the Annual General Meeting you are allowed to ask questions of me regarding any issues in the Accounts. These questions need to be forwarded to me by **June 4**. I will endeavour to answer those questions on the night, if not then I will respond to any questions by email within a few days.

### Summary

Bank Balances are as follows: -

Trading Account- \$67,114.70

Term Deposit- \$50,582.63.

New parts have been ordered and payment will be due in about 4 weeks- \$11,000 estimated payable.

### NOTE:

Applications and payment for the Victorian Concours has been slow and I urge you to make payment A.S.A.P. Also please ensure that your details or Membership number is recorded when making EFT or BPAY payments so we know who it is. Below I have provided a summary of Ins and Outs. Over and Out.

**Tony Xerri**

<u>Treasurer's Report</u>		
<u>Period 1<sup>st</sup> Jan to 20<sup>th</sup> May, 2019</u>		
Bank Balance -1 <sup>st</sup> Jan, 2019		\$58855.18
Add: Deposits		<u>\$23293.12</u>
		\$82148.30
Less: Payments		<u>-15033.60</u>
Closing Bank Balance-20 <sup>th</sup> May, 2019		<b>\$67114.70</b>

<b>Receipts</b>		<b>Payments</b>	
Subscriptions	\$840.00	Bank Fees	\$474.32
S/H Parts	\$230.00	Publication-Mag	\$6859.69
Vic Concours	\$5447.00	Parts Freight	\$4084.96
Regalia	\$89.15	Subscriptions	\$90.00
Refund-S.A. oval	\$488.00	Calendars	\$265.82
New parts	\$16118.86	Regalia Freight	\$200.95
Interest	\$20.11	Contract Worker	\$2226.00
Books	\$60.00	Badges	\$360.00
		Postage	\$240.97
		IT-Zoom Subs	\$230.89
<b>Total</b>	<b>\$23293.12</b>	<b>Total</b>	<b>\$15033.60</b>



**Directors' Declaration**

**Financial statements and Notes are contained on a separate sheet and included with Sidescreen.**

The directors have determined that the TR Register Australia Incorporation is not a reporting entity and that these special purpose financial statements should be prepared in accordance with the accounting policies described in Note 1 of the financial statements.

The directors of the Association declare that:

1. The financial statements and notes, as set out on pages 1 and 2, are in accordance with the Associations Act 2009 and:

(a) comply with Australian Accounting Standards as stated in Note 1; and

(b) give a true and fair view of the financial position as at 31<sup>st</sup> December, 2018 and of the performance for the year ended on that date and is in accordance with the accounting policy described in Note 1 of the financial statements.

2. In the directors' opinion, there are reasonable grounds to believe that the Association will be able to pay its debts as and when they become due and payable.

This declaration is made in accordance with a resolution of the Board of Directors.

Director Russell Holliday

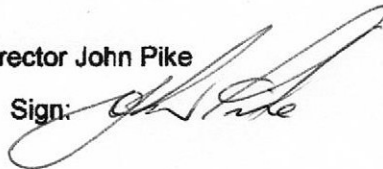
Sign:



Dated: 25.5.19.

Director John Pike

Sign:



## WEBMASTER REPORT

I have nominated again for the Committee for two reasons:

I wasn't knocked over in the rush to take over the job!

Moves are afoot to vary the role by creating a partnership of members to explore social media integration especially regarding events reporting including the annual Concours.

Other management options will also be explored.

This was discussed at the previous Committee meeting with useful suggestions and support.

Thank you to the members who have continued to supply photographs, articles and reports without which the website would not exist.

**Regards -  
Rick Fletcher**



My TR2 1955, is back on the road and looking great.  
Awesome to see it with the 1953 XK 120 Jag in Makati, Manila, Philippines.  
Restoration by Alfred Perez of AlfredsMotorworks.  
Beautiful job.  
Mick McGovern

# **TR REGISTER AUSTRALIA INC**

## **SPECIAL GENERAL MEETING MINUTES**

**Location:** Concord RSL Club, Concord

**Date:** 19 March 2019

**Meeting Opened:** 7.30 pm

**As well as the Minutes of the last AGM, which were in the previous Sidescreen, the Minutes of the SGM also need to be ratified at the AGM this year. They are therefore being circulated to all members for their information.**

**In Attendance:** Russell and Kerrie Holliday, Rob Bradford, David Pearce, John Kay, John and Joy Muddle, Howard Wood, Bob Slender, Warren McEwen, Terry and Jenny Hicks, Daryl and Cheryl Dobe, John Johnson, David Ferguson, Ian Cuss, Peter Cotter, Doug Oriander, Rick Fletcher, Bob Watters, Alan Mitchell, Gavin Rea, Ross Wannell, Gary Waite, Mal Munro, Dean Lewis, Chris Copeland, Paul Bingham, Tony Knowlson, John Pike.

**Apologies:** John McCormack, Tony Xerri, Gary Johns, Bruce Hoskins, Mark Stuckey.

**Introduction.** Russell welcomed all those attending, either in person or via Zoom (and in Gavin Rea's case, by phone as a result of a power failure in his neighbourhood). He outlined the purpose of the meeting, which was to determine whether the Constitution was to be amended to change the dates of the financial year. This was necessary if the AGM was to be held concurrently with the National Meeting, as proposed at the Adelaide National.

Arguments for and against the proposal had been circulated in the Sidescreen magazine and by various members. Russell asked if anyone present had any further relevant comments to make before the matter was put to a vote.

There were no comments at this stage, and Russell therefore encouraged the members present to vote on the motion for change, provided they had not previously voted. Russell asked Rob Bradford to explain the voting procedure, and the Returning Officer to provide the tally of the votes. Rob then explained the procedure and showed a copy of the voting form to all members.

**Returning Officer:** John Pike officially called the end to the voting period at 7.40 pm. Rob Bradford advised that 5 members had voted using the Zoom facility. John reported that he could not give an exact number of votes cast for and against until he had checked the information provided by Rob. However, it was possible to say that the result of the ballot was not in doubt. During the period leading up to this meeting 128 members had cast votes either by mail or electronically. This was a fantastic result, showing how many of our members cared about the way the Register is managed. Of these, 3 had their financial membership status in some doubt and were therefore excluded from the count. One member had written to formally indicate he wished to abstain from voting. Of the remaining legitimate votes cast, a total of 47 had voted in favour of the proposed change, while 77 had voted against. It was therefore evident that the proposal had not achieved the required 75% of votes in favour required to bring about the change in the financial year.

Russell commented that with the vote being completed there would be no change to the Constitution, and this of course will have an impact on the timing of the AGM.

Russell thanked all attendees and the other members who had voted on the issue. Details of how the Register will respond to the vote will be discussed by the Committee meeting following this Special General meeting, and will be circulated to all members in the next Sidescreen magazine.

Prior to closing the meeting, Russell asked if any members present had any matters they wished to raise, bearing in mind that there was to be a Committee meeting immediately following this meeting, so comments should be kept brief.

Gary Waite remarked that at the Adelaide National Meeting a resolution was passed to have the AGM coincide with the National Meeting. He asked how the Committee proposed to achieve this. Russell replied that we would take that on notice, for discussion at the Committee meeting.

David Ferguson, supporting Gary's comments, noted that in his opinion the Committee had acted against the resolution from Adelaide, as all the information he had received from Committee members was against the proposed change. This was disputed by several members present and there was considerable discussion – the outcome of which was the Committee had attempted to act on the motion from Adelaide, the members had voted against the proposal to change the financial year, meaning the only option available was to change the date of the National meeting to the first half of the year.

Dean Lewis commented that if the AGM was to be held in June, and bearing in mind that this is a national club, could the AGM be held in a different State each year. Rick replied that this particular meeting was an example of people from many States coming together, and that in future the AGM could be a predominately electronic gathering, meaning the physical location could be just about anywhere. He went on to point out that he was not aware of any other club which held its AGM at the same time as its Concours event. This was because an AGM has very specific controls over what can happen.

Turning to the Adelaide National Meeting, Rick pointed out that a very small number of people voted, and the meeting was not controlled. No one knew whether those who were voting were currently financial, in contrast to this meeting, where the Zoom protocols meant that anyone participating by that medium was able to have their financial status checked. In addition, at the Adelaide meeting it had been emphasised on more than one occasion that any matters requiring Committee discussion had to be provided in advance of the meeting. This had not been done.

Rick went on to say that he sympathised with those who felt it was difficult to communicate with the Committee, and a greater effort was required to make this a simpler and more effective process.

Russell thanked Rick for his comments, and went on to say that people nowadays are used to virtually instant communications. The old Register method of sending out a Sidescreen magazine every two months was now not sufficient to keep members up to date, and we will have to move with the times. However, by using our web site and our Zoom facility, we are probably already doing more than most other car clubs to keep all our members informed, and we can build further on this.

Rick emphasised this, by pointing out that all members present at this meeting would be more than welcome to nominate for the Committee, as the only reason the current Committee has been involved for so long is that others are not volunteering to help run the Register. Both the Committee and the web site have been subject to heavy criticism lately, and Rick implored those who were complaining about the lack of change to put up their hands and take Committee positions, rather than continuing to snipe from the sidelines.

Brian Richards echoed these comments, by pointing out that since the Register began, only one position has ever been subject to a vote. The thought of getting younger members was raised by Dean, with Rick replying that this was a perennial problem within the whole of the classic car movement.

Russell summed up the discussion by saying that we are doing more to keep everyone in the loop, with the latest initiative a move by Rob Bradford to include a segment called "Club Matters" in each Sidescreen and at other times as necessary. This will consist of summaries of Committee meetings and other useful information to allow all members to be better informed.

**Meeting Closed :** Russell thanked all attendees again, and formally closed the meeting at 8.08 pm.

John Pike  
Acting Secretary



# 2020 CALENDAR

As previously advised there will be a calendar produced for 2020.

Contributions have been slow with 45 photos received so far compared to more than 70 at the same time last year. Each and every one received are terrific pictures and an excellent calendar can be produced from them however I am concerned that the fall off in contributions might translate to a decline in interest overall in the calendar. Last year calendars were sold at the regalia tent and thanks to a few members who purchased multiple copies for gifts they were all sold. This year calendars will only be available by pre ordering for collection at the National Meeting in Ballarat in October or mailed direct to the buyer at cost. This will ensure that there is no financial risk to the club. Ordering details will be available in the next Sidescreen.

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

## **Flame-Spitting Wildcat**

"In its price class the Triumph TR2 is a hairy chested, flame-spitting wildcat. With this uninhibited rig you can pass a flat out MG with enough extra speed in hand to give the MG driver double pneumonia in addition to dust in his eye and a slight eardrum concussion".

From Popular Mechanics Illustrated in 1955

Thanks to Bob Watters



## **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

# **THE BEGINNINGS OF THE TR REGISTER**

## **Allan Mitchell**

My association with sidescreen TR's goes back to 1967, when I bought my first TR3A and started attending the monthly TSOA meetings, then held at Waverley Council Chambers. The predominant car then was sidescreen TR's. There was a large number of TR's, (including TR4's & Spitfires), being raced in those days, under the banner of Ecurie Triumph, boasting the largest racing team in Australia, with 25-30 members holding CAMS licences. The majority of members then were in their 20's, with some teenagers such as myself.

Unfortunately, by 1976 much of this had ended, sidescreen cars had largely gone off the road, or were in poor condition. By then TSOA were meeting at the Leyland factory at Zetland. At one of these meetings, an official from Leyland strode in and said: we are not going to provide parts for these old cars anymore, but we will sell you a new TR7.

So, after this statement, John Murn organised a meeting of any sidescreen owners we could round up, to discuss the possibility of importing parts from the UK. So the first gathering of sidescreen owners met at John's parents' place, to discuss how we would proceed. Subsequently, we made our first order from Cox & Buckles in the UK, using our own money. For the first few years parts sold out as soon as they were received. There was an unsatisfiable demand for parts for years, so much so, that after complaints from interstate members, that parts were sold out before they received the newsletter, we then sent the newsletter a day earlier to other states, to give them equal opportunity. In 1977 John and myself visited all states and tried to see as many owners as we had been able to round up by then. This proved to be worthwhile, as we were able to make personal contact with members who were only names before. Membership then I might add was only \$4 pa. John became the first president and held the position until 1991. As we both worked in the same building, we had plenty of opportunities to constantly liaise on issues.

After receiving floor pans, inner and outer sills, battery boxes, and I think quarter panels, from the UK, we were able to give samples of these to a local specialist, Peter Jackson Replacement Panels, who would then make them in batches of five pairs. We wanted TR's to be rebuilt properly, so these parts were essential, as they were the ones most prone to rust.

John also organised to rent unused garages, to store second hand parts, that the club purchased. We also had register wreck days, where volunteers, put cars together as projects. Another area of concern, was so many cars had the incorrect aprons on them, so we employed a panel beater to reshape, repair, all second hand aprons to sell, swap etc.

A member also organised a computer program to stamp out new TR2 Grilles which were unavailable. These we also exported to the UK and were a great hit to all in need of them.

Fortunately, Allan Bare came along in those first three years, joined the club and offered to take over the storing and ordering of new parts, with no ancillary cost to the club, with only a minimal payment to his staff member Ray Kasparian, for his afterhours work in distributing parts, and Ray is still doing a great job in distributing parts through the Bare Co. network. This has been an unparalleled success for decades now.

In 1988 John and myself went to Triumphfest 88 in Santa Clara, California, where we met Charles Runyan of the Roadster Factory, who liked to make the pretty things that were not able to be supplied from the UK. Things like chrome hinges, overrides, specific rubbers, 3A grilles etc. We purchased \$8000 worth of parts on that day and bought most of them back on the plane with us. I remember trying to board the plane with six, 3A grilles under my arm, but was forced to put them in with baggage. They did let me take 6 overrides in my back pack, after a recall and double check by the metal detector. We continued to buy parts off Roadster Factory for many years after that.

That is a brief summary of the first 12 years of the Register, more people became involved each year, so more was able to be done. To all of these volunteers, whom we owe an enormous debt of gratitude, for all the hard work they did. Taking into account, the fact that, we all had jobs in those days and all Register work was supplementary to working hours and family responsibilities. many of these early members are still with the club and still performing duties for the benefit of all of us and our much loved TR's.



## TECHNICAL TIPS

Rick Fletcher



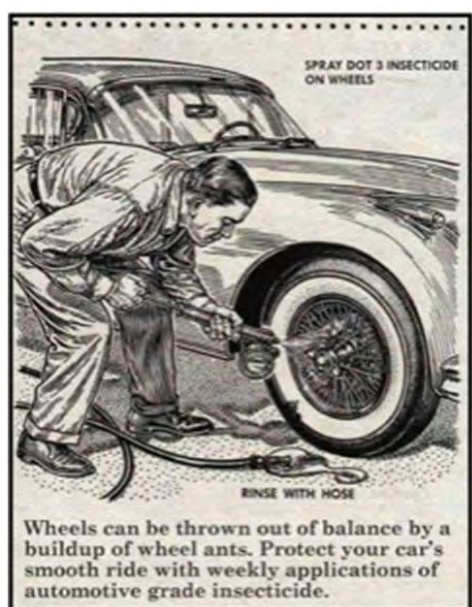
Shows the attachment I welded up many years to sling the engine and gearbox. It has a couple of holes to shift the balance if you are lifting the engine alone, or engine & gearbox.



Taken just after the gearbox was removed shows the how leaks can occur from the selector shafts. The "run-off" pattern for oil shows clearly in the dust & grime. The club has my "tool kit" for replacing the seals with modern oil seals.



The neoprene cork rocker cover gaskets are very effective but they need to be attached with silastic sealant only between the gasket and the cover. Nothing on the side facing down to the head. These gaskets seem to have shrunk a little so 4 small clamps will be needed to hold the gasket in place until it sets overnight. You can remove the rocker cover for years without damaging the seal.



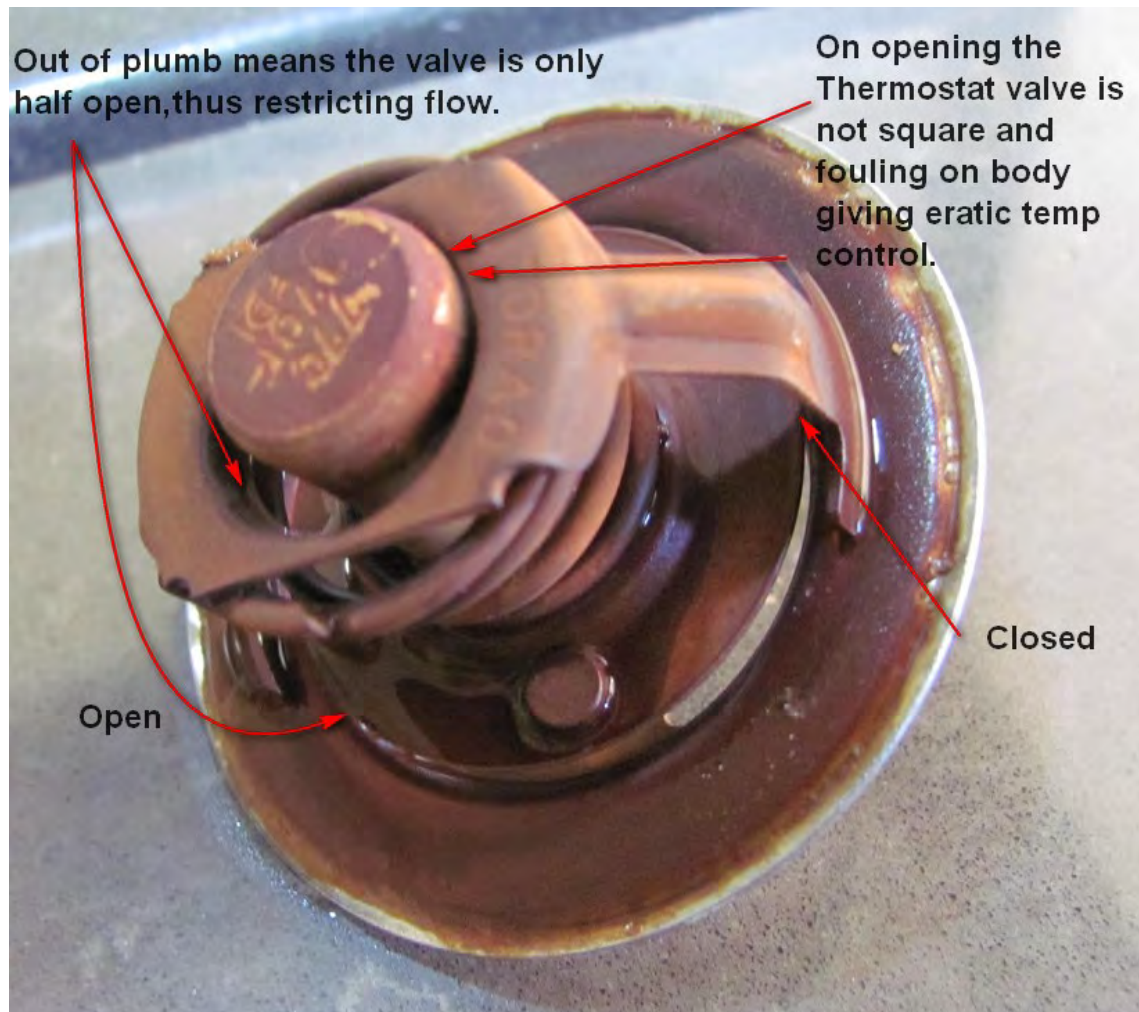
Thanks to John Pike who points out that DOT 3 is an inferior US Grade.

## GETTING HOT UNDER THE BONNET?

We thought we had overcome our erratic TR temperature control when at 15,000 Miles we fitted the Triton TT200-170 thermostat with a restricted bypass.

Well we did until a quick 780 Mile pre Targa shakedown dash up the coast in 35Deg showed up some strange temperature variations. The normal temp readings never vary by more than about 4 to 5 degrees "F" regardless of the conditions so, whilst the thermostat appeared to be still working, the temp was fluctuating and sluggish. It was obviously time to order a new thermostat just in case, a good spare to have on board anyway on the basis that driving to Melbourne in what could be a heat wave requires some consideration. (It transpires that we will probably need scuba gear, wet suites and arctic attire!) A quick inspection of the thermostat reveals some serious scuff marks on one side of the barrel, which indicated that there was a problem.

Pop it into some water on the stove and the evidence is clear to see.



So, we have now done 29,000 Miles on this thermostat and it would seem that it has reached its use by date, which confirms that thermostats are consumable items and it is wise to have a spare one on hand so that it can be replaced at leisure rather than at a most inconvenient time.

Just thinking. Feel the vibes of your TR:

Rob Bradford

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

## TR3A HANDBRAKE REPAIR

I have just recently completed a 10 month project on "Doris" my 60 year old TR3A who was given a well overdue birthday present of a complete Engine, Gearbox, clutch, steering and front suspension rebuild plus all the other little bits that need re-fixing as the work progresses and you discover issues that were fine before the work started.

It was only a week later as we were enjoying a ride in the nearly new car that the Handbrake ratchet refused to engage. I anticipated that the problem was with the Pawl and Ratchet as they had not been changed or touched during my 15 year ownership.

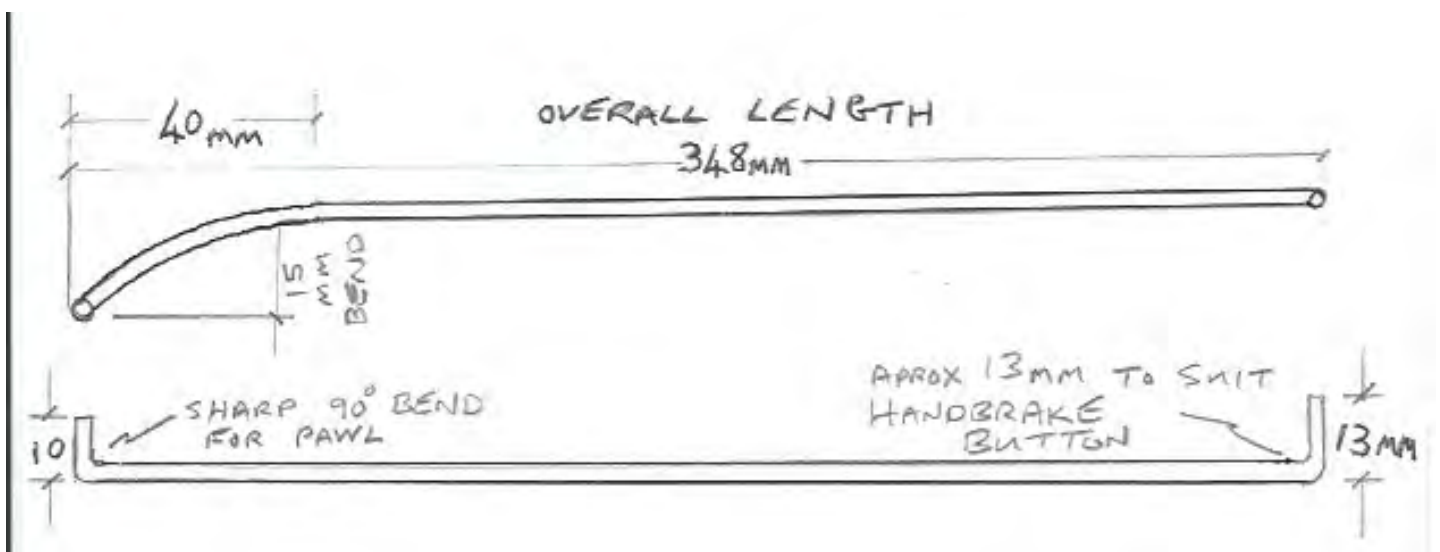
I obtained a set from the register and after removal of the complete handbrake from the car, it was soon very obvious that all the moving parts were past their use by date and the Ratchet Rod was worn through where it bends inside the handbrake handle.

It appears that these rods are not available here or in the UK so I had to source some suitably strong steel and make one from scratch. The only rod I could obtain that would provide enough strength for the job was 3mm stainless steel rod from a supplier in Perth, however, they could only sell it in 4 metre lengths.

The sketch below indicates the dimensions of the rod that I made up and is now installed in my TR3A, some changes to the bend angle and overall length will depend on your car but this should serve as a guide.

Note that the 90 deg bends at each end of the rod need to have a really sharp 90 deg angle by using a vice and a copper hammer/dolly to produce the bend. This will ensure that the Pawl will engage squarely with the Ratchet teeth when you push the handbrake button. Expect to "test" assemble the handbrake several times to get the bend shape just right as it often binds inside the handle or against the Ratchet during operation.

The Rod is less than 400mm long so I have 6 X 400mm cut pieces spare if any TR members need one. They can contact me and pay just the postage, which I expect will be minimal (>\$10) I will pack the item with something rigid to prevent bending during transit.



Mike Hewlett



## TR TALES .....SIR JOHN BLACK'S SPORTS CAR TRIUMPH ?

The two door, left-hand drive, four cylinder TR sports car known as the Jabbeke TR ( registration number MVC 575, Commission No. X 519) must have turned out the most important Triumph in Sir John Black's strategies, as it was considered a tremendous construction feat, given the limited time available for the makeover, to follow the October, 1952 Earl's Court Motor Show prototype - 20TS. As members would more or less know, there were some fairly major changes in specifications carried out in extremely quick time, like the massively strong new chassis, before the Jabbeke TR took to the Belgium Motorway.

Developing any new sports car is usually a long winded process, notwithstanding once Ken Richardson had highlighted the handling problems of the rudimentary prototype 20TS, a steely determined Sir John Black set about nominating his tight timeframe design period for the new prototype, so desperate was he to have a genuine "traditional" sports car. Driven by the fact, that Peter Morgan had refused to accept Blacks offer for the family Morgan Motor Car Company and William Lyons had his export winner, the delightful Jaguar XK 120. Details are somewhat sketchy why Sir John Black was so confident of his sports cars success after only five short months, when reliability testing was not fully completed, especially given that there apparently were two other similar prototypes, one of which was used for promotional duties and was flown to appear at the Geneva Motor Show, 5 – 15<sup>th</sup> of March, 1953. This was weeks before Ken Richardson had had the opportunity to conducted high speed trials on the motorway in MVC 575, as scheduled by Sir John for the 20<sup>th</sup> May, 1953. Sir John may have been further niggled when one of his long time rivals Lord Rootes, had his new Sunbeam Alpine roadster achieve 120 miles per hour on the Jabbeke Motorway making Black challenge Ken Richardson to equal or better that ? Unbeknown to Black, or so the story goes, Ken Richardson was more than confident that the new 1991c.c. TR could exceed 120 miles per hour only because he and some of his then staff had conducted a number of secret night time trials in the U.K., as part of their own "private" reliability testing program, and with improved aerodynamics of an aluminium under-shield and a unique aluminium tonneau cover would assist greatly in any Sir John speed trial ?

The TR prototype ( MVC 575 ) performed as Richardson had expected and Sir John Black was so pleased with the outstanding results that he arranged for the Triumph "TR2" roadster to be put into production. The first two production cars, TS1 LO was shipped to the Canadian Motor Show and TS2 went to the Dublin Motor Show. Both TR2s were painted in Pearl White with geranium trim and were commissioned on the 22<sup>nd</sup> of July, 1953. Sir John Black had finally achieved his sports car goal, but sadly his stay at Standard -Triumph was soon to be terminated and a much younger Alick Dick would become the new Managing Director in early January, 1954 and would oversee the production of "Black's" TR sports car. The rest is Triumph history, as sporting car buffs certainly got a sports car which is uncomplicated, strong, reliable and enjoyable to drive. Sir John Black died on the 24 December, 1965.

As you would know, TS 1 is owned by Joe Richards in the States, and TS 2 is now in the care of Friends of TS 2 / TR Register in the UK.

**GRAEME WHITE**







Some members may remember we had our children in the backseat of our TR3A back in 2003 Armidale Concours, well believe it or not our girl is old enough to get married, this happened on the 13th of April, that date is becoming familiar as Amy and her now husband Jesse are the third in the family to marry on that date.

We hired a beautiful house in Kyneton where we were joined by Mike Heaton, Gary and Robyn Waite and Rick Steele. Once everyone was suitably spruced up we set off for the church in Taradale, Victoria a 30-minute drive away, it's 30 minutes when you've been told not to drive too fast as the girls didn't want their hair messed up.

Meanwhile, in Malmsbury the boys were met by Peter Standen, Chris Copeland, Ross Whitehead and Ian Cartwright they only had a short drive and no slow order was issued to them, as they had to arrive first and the boys were nowhere near as fussy with the hair.

These 8 Sidescreen TR's made a beautiful sight in the courtyard of the old church.

The day started out with a wonderful sunrise and ended with a very happy bride and groom and very emotional parents.

Both Leonie and I would like to thank our friends for giving up their time to make our daughters day one she will remember forever. THANK YOU.

John Johnson



## **A MOVING TALE OF TRIUMPH ....**

Anyway, to the move - obviously this has been the big news for us to the end of everything else. The last few weeks - always a panic!! Arranged for container, 'white van man' etc cleaners, packers. all did a good job, container to be loaded. Van man took longer than expected, did a great job.

I was also trying to get the TR going - still working on various jobs at the same time as packing. Earlier I had spent ages battling the brake system. The previous reservoir setup looked awful - so I used the original reservoir purchased from the Register- then the problems began. I mounted the cylinder but could not get it low enough - after much mucking about I finally got new fitting from Pirtec to lower it - good. Then I couldn't stop the pipes leaking. Rick Schmalzer and I bled the brakes, stood back, job finished, smiling faces...only to see the hydraulic joints weeping. I took the pipes back to First choice, they did them again, they leaked again and went to Charlestown brakes. They did them...and offered to fix them no matter what - great guys! So I refitted it and .....it still leaked a bit. On Doug's advice I tightened them big time -- even into the cast cylinders. MUST have been close to stripping, but they stopped leaking!! But when I was tightening them, the hair on the back of my neck was standing up....

So then with a few days to go, the race to button it up started. Radiator in, but no mount for the electric fan ...oh no! So I built a framework, looked really neat to hold the fan on the front. Then realised that the front panel would foul it ....hmmmm OK just some small changes that allowed me to turn it about so that it now sits behind the radiator. THEN Doug B came and wire up the overdrive successfully. Graham was helping too by this time. We also needed the handbrake to work, but that proved temperamental and took more time.

Easy jobs like fitting the gearbox cover proved to be the devil.... lots of mucking about and cutting the soundproofing, even then it seemed it didn't fit well and that will be investigated later. But it was a battle.

As the time ticked down, Doug, Rick and I tried to get it going. We tried... timing was miles out, so we looked to the distributor. It appeared the distributor was out by 180degrees, so we carefully pulled it out and turned it around. As it turned out, it was probably in the correct position, so we had to turn it back. It's not easy - the helical drive gear means that you drop it in and it then it turns, but needs to be on the correct tooth. We dropped it on but the mount didn't seem to go all the way down. After some time of investigation, we found that the lower shaft key had to simultaneously enter the oil pump at the same time, SO to engage the gear correctly, the process was - get a long screwdriver, turn the oil pump a smidgeon, try the gear again, usually it wouldn't fit the oil pump so pull it out and do it again - trial and lots of hours. It took ages and several tries found the oil pump OK but missed the teeth. FINALLY got it right and lined up. We tried to start it again... but the timing was still way out. . Cup of tea, rethink..... then we looked at the manual again - there are contradictory instructions on the location of the distributor drive in the workshop manual .... we chose the wrong one, and put us a tooth out! So we redid it to the timing appeared to be OK!

Hooray!! Tried to time it and all was wrong..... Ahhhhh.... because of the timing glitch, the Number 1 plug was confused. So we rejigged it yet again.....

It was Wednesday, I'd arranged to get the blue slip but ran out of time, so rebooked for Thursday PM. Then we put fuel into it and tried to start. Didn't start. The Aerostat test suggested a fuel problem, so we tried the fuel pump. was not bringing fuel up, so it must have had the diaphragm fail with no fuel in it for 3 years. Sooooo .... I called up and found a new fuel pump kit available for it on the central coast (what luck!!)- -went down and bought it next morning (For \$77 bucks!!) and fitted it, pump pumped fuel well from the can and was fine. So fitted it.... wrongly, .....did you know you can fit the actuating lever on top of the camshaft so it doesn't work? Apart again.....trace fuel though, mucked about.... it finally got to basics, we pumped the pump into the fuel hose and nothing came out!! I blew into it and couldn't get air through it! So I stuck a wire up the fuel pipe and finally cleared the blockage - never learned what it was but fuel flowed.

THEN gave it a touch and it started fine!! Then it poured out oil out by the sump!! Investigation showed it seemed to be coming from the oil pump union... so we tightened it to no avail. It is a



pressure fitting and has a copper washer sandwich, so we were going to replace the copper washers but could not get any. So went to Bunning's and bought some fibre washers. We fitted them next morning, and it worked!! As it turns out, it is recommended that we anneal the copper washers - I've never done this before, but will next time!

SO final assembly and headed off for Dave Clarks workshop for a blue slip. I was being very cautious driving it over, then felt a sharp pain in my finger - I looked down and a bull ant was biting me!! What next? Got to the workshop at 11 am as requested - but David wasn't there, he had a medical appointment which took longer than planned. I said OK, I'll come back at 1.30. On driving home, it seemed to be a bit smoky. When I drove up the drive and stopped, there was a giant puddle of oil under it!! The Torrey Canyon all over!! Oh no, engine out again?

We jacked up the back, oil seemed to be coming from the transmission. so we started it and ran it in gear. Amazing - Triumph have several bolts that for some reason are through drilled into the oil areas, and in this case the top stud went through to the gearbox and oil was pouring out!! We quickly stemmed the flow with a fibre washer and had to rejig the overdrive wiring. By this time I'd missed my appointment and made it for 10 am Friday - the last day before the move!!

SO the oil leak was fixed, ready for the morning - but removals meant that I couldn't get it out for the 10 AM appointment!! I called Dave, already late to rebook... *'but we close at 2 pm on Friday and I have another booking at 11.30'*. Oh no - so close. "I'll do my best" I said, then threw it together and jumped in for a sprint over there. I set off, as soon as I left it poured rain.. no roof, just got soaked.



Finally got there, Dave was wonderfully friendly, enjoyed working with the car, put on his WW 1 flying helmet for his test run (!) and gave it the blue slip!! Hooray!!! Absolutely the last minute! Got home and set to packing again. Then on Saturday morning, I went to register it at the RTA office. I had everything .... old reg, forms, green slip, oops where is the weighbridge ticket? Frantic call to Graham, confirmed it was at home, I could still make it back if I needed it.....but no problem, the RTA guy smiled and gave me the new plates!! YES!! SO I got back to Barossa Close, Graham and Ron Prime were tightening the ropes on the trailer, we loaded up and away we went!!

With about 15 km of the new engine, we set off for Melbourne! The TR went well, no problems but the new small fan doesn't have the punch to keep it cool in traffic. Ah well. We went down through Sydney, stopped for fuel at the Chooks Nest (Pheasant's Nest) and decided to go through to Marulan Motel. It was a black, icy night with intermittent rain and no roof. I nearly pulled off at Mittagong as I thought I heard a misfire and didn't want to wait roadside on the dark, cold freezing night ... but it was my imagination I think and we had Chinese for tea at Marulan and a good night's sleep.

Off the next day, brekkie at Marulan, then on ... more rain, icy cold (with my warmest coat in the luggage as I needed it in Victoria ... Hmm I needed it now!!) lunch at Jugiong (where I carefully tested the battery by leaving the headlights on during lunch. It started afterwards and didn't miss a beat!) and were heading for Rutherglen. But by Holbrook, we were tired and checked in for the night. Again I thought I heard a misfire but we tested it and all was well.

Off into the icy but clear Monday morning and happily came home via Yea and Seymour. All went well, only problem is the speedo drive played up... probably no big deal. BUT now we're ready to run and all is well, talk about Just In Time!!! Ready for the 'All Triumphs " race if it runs!! That's the story!!

Regards,  
Bill Revill

# THE ELECTRIC CAR TO BE MANDATED IN AUSTRALIA

In the lead up to the federal election we see motoring bodies NRMA and RACQ and others possibly trying to look trendy and green along with some politicians by supporting legislating the sale of 50% of new cars be electric by 2025. There is no mention of the enormous infrastructure costs to the electricity grid and the nationwide installation of rapid charging stations. The talk of an 8-15 minute charge time is only a partial charge and such high current has it's own problems by causing the heating of batteries and thus reduced life. The lower cost EVs might not have a high charging option so home charging will take up to 10 hours.

A more significant consideration will be the loss of excise to the Government running into billions of dollars. This could mean the introduction of a kilometre levy similar to the diesel vehicle levy in NZ or placing an excise on electricity at charging stations. The bean counters might also consider excise on household electricity because the charging power might not be easily separated from normal consumption. This would naturally be a rise in power prices.

The internal combustion engine has been used and refined for over 130 years to the extent that a family car can now travel 12.5km on a litre of fuel for \$1.30 and a small four seater car up to 20 km and that is not a hybrid. It is hard to imagine how a politician can legislate to make a car go further on that same litre as has been mentioned recently. What is more incredible, that with nearly 1.2 million new vehicles being sold in Australia each year, the same politician can legislate for half of them to be electric vehicles in six to ten years' time.

Considering the much higher cost of electric vehicles it might be that the sale of new cars will plummet and I have not mentioned the waste of resources and pollution caused by manufacturing the replacement of our existing national fleet.

Don't be fooled by figures quoted for charging costs, because they are only quoted at 11cents per kw hour and that is between 10pm to 7am, whereas in reality you may be charged at peak rate, which is at three times this cost. At three times the cost you are approaching petrol prices.

Do you remember all the greenies promoting the use of plastic bags instead of paper bags because trees had to be cut down? Now we have a huge plastic problem and we now know that trees actually capture carbon. The current batch of politicians are the same ones who were agitating to stop the timber industry even though one tree cut down has to be replaced by two new plantings. How can we have faith in what they are proposing in the run up to the election.

**Bob Ausburn**



Electronic stuff made up by my son for my TR ??  
All will be revealed next time..

Michael Jaques





# TESLA

With all the current fervor about electric cars, I decided to try one. Tesla are the big names here and are offering test drives from their Chadstone, Victoria, showroom, so I booked a run in their S model.



There we were met by a friendly young sales person who gave us the 'entree'.... a run through of the car and the company, then the main course started after the entree! We went out to the car and, after a brief demo by the salesman, I jumped in. The silence is the first notable feature which combines with perfect smoothness in the drive and ride. It must be the closest thing to a magic carpet (Our own Aladdin would enjoy it!). What an experience! From the start, the controls were so simple - a lever for drive or reverse, conventional wheel and indicator lever etc ... and a HUGE screen is mounted on the central dash for information and navigation, This is connected to the web so immediate information on location, traffic and other information is available in real time.

The gizmos were amazing. The drivers' dash showed not only speed but had an illustrated display of local traffic, which used a network of TV cameras to show your position on the road and any traffic in other lanes catching up or passing - no need for looking in rear view mirrors. The brakes and controls were incredibly light, and braking was enhanced by the use of regenerative braking, thus supporting braking with each lift of the throttle and assisting with battery charging.

Then there are two stages of auto control: One flick of a switch provides cruise control - but with auto braking and active control. The cruise speed can be set and the gap (in car lengths) can be set... and from there the car will hold station on the car ahead, speeding up to the elected speed or slowing to maintain the margin.

But the automatic steering can be invoked as well... so that the car uses the cameras and the surrounds to steer through traffic as well. This is in 'science fiction' mode... it's difficult at first to take your hands off the steering wheel (or just grip it lightly), and to allow the car to steer, brake and have control over all movements. To sit in the driver's seat while all this happens is just beyond belief.

But the best part is the power! With a 0-100kph time of about 4 seconds, the initial thrust is like nothing else. There is no gearbox, and torque starts from zero. SO acceleration is without pause hesitation any break -no gears, no auto trans, just power!! It takes off with incredible thrust, which is an amazing feeling, like nothing else you've ever tried. It brings out the best hoon glands you have, which means you are driven by an irresistible urge to gun it from every traffic light and enjoy the smooth surge of power as you watch the plebs disappear in the mirror! Oooo how good!!

At the end of the drive, it's impossible not to reflect that this is an insight to the future: There Just seems that there are so many features to make driving easier and safer all included in the one capsule. The model we tried costs about \$120,000 - a lot of money for a lot of car. I've never driven anything as expensive before and so have no overall value sense for the whole package: But this must represent a whole new world of technology. A truly amazing machine and well worth the time to try it out if you want to feel the power for the future! Call for a Tesla trial today just for fun!!

**Bill Revill**



## SAPPHIRE COAST CHAPTER REPORT

Well the big news this month is the success of the Autumn TT, with members attending from northern NSW, the Hunter, central coast NSW, Blue Mountains, Sydney, Canberra, Melbourne, Port Fairy, Nowra, Batemans Bay, Moruya, Narooma, Kalaru, Merimbula and Wallagoot.

From the start at Jindabyne to the finish at Bermagui, around 1,000 kms, without a set of traffic lights and not a car touched by a spanner apart from oil top ups. Promoted as a car trip, in reality it was an eating and drinking festival and although there might have been some regrets later there were no complaints at the time.



It was a tour of contrasts, one day we experienced the snow at Mt. Hotham in the morning to the sunset at Marlo at the mouth of the Snowy River in the afternoon. The roads were always entertaining and generally traffic free apart from the occasional caravan, log truck or charity cycle tour. On 2 nights local members joined us for dinner including new members, Peter and Allison Malkin from Bright who have just purchased their first TR. In all we dined at 5 pubs, 1 brewery and 1 club as well as numerous cafés, bakeries and coffee shops. Exercise classes were offered each morning but, sad to say, they did not prove popular.



Rob and Jude Bradford joined the tour for a couple of days on their way north from the Tassie Targa Tour, by the time they made it home they had travelled 7,000kms. Stuart and Liz Baillie who are rebuilding a TR2 were on their

first tour in the TR Honda and old friends Paul and Ruth Kelly, members will remember their concours winning TR3A, came along in the TR Mercedes.

This was a great trip, enjoyed by all who attended, and it was fantastic to see happy smiling faces each day. As someone once said "it's the cars that brought us together but it's the friendships that keep us together" and isn't that what being a member of the TR Register is all about.

I encourage other members to organise such a run, it's not difficult and the little bit of work required is rewarded in full by the amount of enjoyment gained by sharing good times with fellow members. Anyone who wants any advice on planning a run is invited to contact me.

There are no big runs planned for the next few weeks however I am certain there will be plenty of drives in the local area for coffee and lunches. 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.

We just returned home from the TT tour which began in Jindabyne to Bright, over Mount Hotham to Marlow then along the coast to Bermagui. What a great trip. The roads provided some spirited driving for some and were fantastic for our little cars. The company was exceptional and we had cars from NSW, VIC and the ACT. I am sure Bob Watters will write more on the event in Sidescreen. I would like to make special comment however, on the drive from Bright to Marlow over Mount Hotham in the snow and slush. The drive up the mountain was particularly interesting with very little visibility and tight curvy roads with most corners having an advisory speed of 30 kph which, much to Gayle's delight, our convoy adhered to. It took about an hour to reach the top. Once over the top the roads became much straighter and within five minutes we were driving through bright sunshine. An interesting experience all up.

The TT was a great success and a big congratulations to Bob and Cheryl for all the preparatory work they did to make it such an enjoyable event.

Whilst on the tour I spoke with Bob Watters and Terry Goodall about the benefits of installing high back seats into their cars. This is Terry's first trip since installing such seats and he, in particular, made mention of the fact that the seats hug the body more and make for a more steady and stable ride for the occupants, particularly through tight corners.

I have decided to bite the bullet and have purchased a pair of Mazda MX5 seats which I hope to have installed before the Ballarat Concours. I will also install seat belts for the first time which will be greatly appreciated by Gayle who has always felt a little bit uncomfortable and exposed without them since we purchased the car.

The arrangements for our Xmas in July trip to South West NSW are well under way and we have eleven cars in all making the trip. Graham Brohan has been making the arrangements for this one and more details will be posted on the Forum page closer to the event.

## Coming events

Xmas in July Tour – 30 July to 2 August.

Our next breakfast gathering will be at Rodney's Garden Café, 24a Beltana Rd, Pialligo, at 9.00am on Saturday 15 June.

Kind regards

Peter McEwan  
ACT Coordinator



TT open road motoring

Tony and Lesley Xerri's Primrose dwarfed by the logging truck during the TT

## TASMANIAN REPORT

Over the past few weeks some of us have taken the opportunity to make the most of the last of the autumn before winter sets in. We had three members join with the northern members of the MGCCT on a short coffee run on Friday 29<sup>th</sup> March. Meeting up at the Motor Museum were John Kay and Jeff Mount in the green TR3As and David Pearce in the Peerless GT and a variety of MGs from TF onwards and other marques including MX-5, Porsche and Volvo. We headed south as far as Evandale going by Elphin, Penquite and Glenwood Roads before turning on to Relbia Road, where shortly after we passed the Josef Chromy Wines where we had the Sunday lunch at 2017 Concours.

Continuing on to the outskirts of Evandale we turned on to Leighlands Road and went through to the Midlands Highway junction. From this point in 2017 we travelled this way in reverse after Woolmers and on the way to Josef Chromy's. That's not in reverse gear! Onto the highway and a couple of miles north brought us into Perth where we pulled up at the Saltire Café which is located in a former Uniting Church building. Coffee and cake and conversation were partaken at the garden tables in the sunshine. For myself it was another 3 miles and the Peerless was back home having covered about 36 miles for the morning.

On Sunday 28<sup>th</sup> April the 11<sup>th</sup> annual Picnic at Ross was held. Hosted by the Post Vintage Car Club the event date had been brought forward by 3 weeks and the location returned to the streets of Ross from the Ross Community Sports Ground. It was a fine autumn day with the fallen leaves and autumn tones apparent. There was a good range of cars present going back to the 1930s and onwards from the PVCC and also good numbers and variety from the Jaguar Car Club. John Kay in the TR4 and Jeff Mount in the E-type Jaguar were the only Register attendees travelling via the Cressy to Campbell Town road and returning from Ross by the Midlands Highway.

Another happening which attracted attention of members was a large estate clearing sale at Bangor which is north west of Lilydale with 946 lots auctioned on the 27<sup>th</sup> and 28<sup>th</sup> April and preceded by a viewing day on the Friday which was attended by 5 northern members plus many other car enthusiasts and collectors etc. There was much interest in an eclectic collection of veteran and vintage cars and classic sports cars. With a large garage / workshop there was a big quantity of workshop equipment and tools as well as large amount of dismantled parts. Elsewhere there were lots of manuals, books and other collectibles.

When I first arrived at the site I thought that I had found the answer to the old question " where have all the Triumphs gone? " for the first thing I saw was 6 x Triumph 2000/2500 bodies (\$20), further on 2 x TR 7 bodies, one with V8 motor (\$1400). Among the goers was a well preserved Dolomite Sprint (\$3700), another Dolomite cum Sprint (\$1000), a 2500 TC (\$800). There was also a TR6 with a sedan motor and no commission plates (\$20000). Of the sportscars a 1949 Morgan (\$25500), a 1954 Morgan Plus 4 (\$37000), a 1953 MG TF1500 (\$40000) and a 1969 Jaguar E-type 4.2 (\$88000). There were some other cars , the oldest was a 1914 Stellite, one of four still known (\$37500) and of course there was a Grey Fergie (\$2000). After the 6 x Triumph saloon bodies sold for \$20 next was 3 x Rover 3500 bodies which sold at the going rate for \$10. Hugh Maslin and David Pearce put in 2 days at the sale, Hugh going home with a motor mower and an Electrolux vacuum cleaner and me empty handed. All lots were cleared.

### Targa Tasmania 2019

The 28<sup>th</sup> Targa Tasmania was run between Monday 29<sup>th</sup> April and Saturday 4<sup>th</sup> May over 2000 kilometres of tarmac with some 265 cars entered for Targa Tasmania, Shannons Classic Rallye and Porsche Tour. 132 cars competed in the Targa competition of 9 different classes contesting 33 stages over 6 legs. 18 of those cars ended up a DNF.

Conditions were dry for the first couple of days but then wet conditions were encountered on the remaining days.

Neil Revington's TR5 at the Targa Fest the







Rob and Jude Bradford's TR3A at George Town on first day of Targa.

The Dutton Garage GT2 and Outright classification was a hotly contested event with 3 different leaders before Paul Stokell / Kate Catford in a 2014 Lotus Exige Sport 350 emerged as the outright winner. Triumph numbers were up on last year with 2 entries doing the tour and 4 entries in competition. Rob and Jude Bradford made a welcome return in the TR3A having last toured in 2016.

**Shannons Classic Rallye**

- # S 8 Rob Pennay / Dee Pennay 1980 Triumph TR8
- # S 15 Rob Bradford / Jude Bradford 1960 Triumph TR3A

**Shannons Classic**

- # 446 Neil Revington UK / Bruce Pollock WA 1968 Triumph TR5
- Total time 1:07:15 Overall position 7<sup>th</sup> Overall margin 21:36 Outright position 80<sup>th</sup>
- # S 401 Jon Williams / Stuart Greaves 1969 Triumph Mk.1 PI Saloon
- Total time 2:58:03 Overall position 21<sup>st</sup> Overall margin 2:12:24 Outright position 106<sup>th</sup>

**Shannons Classic GT**

- # 603 Cameron Wearing / Tania Wearing SA 1981 Triumph TR7V8
- Total time 1:05:41 Overall position 4<sup>th</sup> Overall margin 15:05 Outright position 39<sup>th</sup>
- # 502 Mark Dobson WA / Graeme Dobson TAS 1975 Triumph TR7V8
- Total time 1:18:32 Overall position 7<sup>th</sup> Overall margin 27:56 Outright position 58<sup>th</sup>.

For more results [www.targa.com.au](http://www.targa.com.au)

Neil Revington's return to Targa Tasmania with the TR5 was 21 years after his first time in the 1998 event driving the ex works TR4 Rally car 6VC.

**Vice Presidential Dinner**

During Targa week whilst Vice President Rob and Jude Bradford were still in Launceston at short notice we were able to get a few members together to join them for dinner on Tuesday 30<sup>th</sup> April at Franco's Italian Restaurant which is just around the corner from the Hotel Grand Chancellor. Joining Rob and Jude were John and Pauline Kay, Jeff and Shirley Mount, Hugh Maslin and David Pearce. The Italian cuisine was enjoyed by all as was the conversation which in part touched on the Classic Rallye and Rob's contribution to Sidescreen through his Club Matters page. The following day Rob and Jude were able to fit in a visit to the Sullivans at Evandale.

**Coming Events**

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

**David Pearce**  
Tasmanian Co-ordinator



Diners at Franco's



## QUEENSLAND REPORT

We have had several scouting missions by Bradfords, Bingham's, Clarkes, Priors, McLeish's and Powell's to check out possible venues for the 2020 National Meeting.

Main event of the last period has been a social get together and BBQ at my place with 22 people in attendance when the possibilities were discussed.

Rob and Judy Bradford have been clocking up the kilometers in their 3A with participation in the Targa Tasmania and the NSW May TT from the mountains to the coast. (reports elsewhere)



My old long door TR2 has returned to QLD from Victoria and now resides on Macleay Island in Moreton Bay. The new owner is joining the Register and paid me a visit when I was able to help him with some wiring issues. It was a one off special with no diagrams when I put it together.

Sunday 26th May was the TSOA show day hosting all the local car clubs at Belmont in Brisbane. There was a good turnout of Triumphs with five sidescreens.

Future events ref TR web site.

peter





# VICTORIAN REPORT

## PAST EVENTS

### Sunday April 28 Mornington Peninsula Run.

We had Keith & Judy Brown. Gary & Robyn Waite, Trish & Mike Hall, John & Leonie Johnson. and Tony Knowlson join us at Frankston and headed off down the peninsula for a short run to Tyabb and the Tyabb Packing House .

This is 5000 square metres of undercover antiques and almost anything you can think of stalls.

The weather was chilly and a little drizzly but the Johnsons and Tony Knowlson braved the elements and went tops down.

The packing house is vast and a real Aladdin's cave so after a couple of hours wandering and a few purchases we had some lunch at the cafe and then all headed off home.

*Thanks Rob and Gail for organising the event and for the write up.*

### Sunday 26<sup>th</sup> May Breakfast at Café Coffea in Narre Warren North

A balmy autumn decided to change this weekend to rain and storms. However the weather gods shone on TR owners with a cold, windy but sunny morning. Jen and I tried a different route and arrived early, but Andrew was already on the first coffee. Rob and Gail arrived shortly followed by Hugh, Stuart and Ann, Polly and David along with Michael and Trish. Tasty breakfasts were ordered and consumed all the while putting the problems of the world to rights.

We left first and had managed to buy a gas fire and installation before we arrived home, just before the weather changed. A good turnout for a winters morning even if Gary and Robyn were unable to attend due to family kitchen renovations.

*Thanks Tony and Jen for stepping in and doing the report.*



## FUTURE EVENTS

**Tuesday 4<sup>th</sup> June. Dinner Meeting 6PM at the Wheelers Hill Hotel.** Numbers to me by the 31<sup>st</sup> May Please

Happy TRing – Gary Waite

# NSW REPORT

NSW regular coffee mornings are rolling around at Pie in the Sky for Sydney Northerners and Common Ground Picton for SW Sydney.

Apart from those who joined in the TT, we had a great outing to the Blue Mountains organized by Andrew and Jenny Ross. Morning Tea at the Hydro Majestic at Medlow Bath, a drive to Mt York then lunch at Mt Victoria. Great to have long time members and newer members joining in, as well as a widespread attendance from Orange and Bathurst to Killarney Heights and of course locals from Medlow Bath.

Always good to get out in a TR in good weather and good company.

John and Sue are cruising in Alaska so we are standing in . Terry and Jenny Hicks

