

# SIDESCREEN

**JOURNAL OF THE TR REGISTER  
AUSTRALIA  
NO. 107 FEB/MAR 2020**





## TR Register Australia Events

### National

February 10 - Drive Your Triumph Day to celebrate Sir John Black's Birthday,  
March 4th – 14th 2020 Victoria/ South Australia Chapter Run  
(Contact: John Johnson M: 0419 88 00 75 Leonie Johnson M: 0413 388 787)  
March 16-26 The Great Western Victoria Art and Ocean TT (Contact Lesley Xerri)  
July 27-30—Christmas in July TT (Contact Kerrie Holliday 0407 498 506 )  
September 11-13 TR—Register National Concours 2020 Stanthorpe Qld

### Victoria

Wed 5th Feb - run to Ballarat  
Sun 9th Febr- TTCV Drive Your Triumph Day Anglesea Hotel  
Sun 16th Feb- Ballan Great Vintage Rally  
Sun 22nd Mar - BYO Picnic Lunch at Jells Park.

### NSW

**Sun Feb 2** Cars and coffee St Ives Showground  
**Wed Feb 5** - Pie in the Sky morning tea  
Non Feb 10— Drive your Triumph Day  
**Wed Feb 12**— Common Ground Picton  
**Sun Mar 1** - Cars and coffee St Ives Showground  
**Wed Mar 4** - Pie in the Sky morning tea  
**Wed Mar 11** — Common Ground Picton  
**Fri 13-15**—weekend at Chris Olson's farm Bathurst

### TSOANSW Events

Sat Feb 15—Gerringong Motorfest  
Wed Feb 26—Coffee and Cake Glenorie  
Sun Mar 8— Valley Heights loco Museum Run  
Wed Mar 25—Coffee and Cake Eden Gardens  
Sun Mar 29—Kurri Kurri Nostalgia Fest

### ACT

Sat Feb 8 –breakfast 9am  
Sat April 18– breakfast 9am

### Tasmania

10<sup>th</sup> Feb Mon Drive your Triumph Day  
16<sup>th</sup> Feb Sun Deloraine Street Car Show  
Fri 6<sup>th</sup> to Sun 8<sup>th</sup> Mar Longford Motorama  
Sat 7<sup>th</sup> Mar PVCC All British Day  
Sun 22<sup>nd</sup> Mar Devonport Motor Show

### Western Australia

Sun 16th Feb—Classic Cars and Coffee  
Sun 15th Mar- Classic Cars and Coffee  
Sat Mar 28– afternoon tea

**Front Cover:** Lunch at Common Ground Razorback December with visitors Patrick McMahon (TR Register Ireland Secretary) and his partner Nicole. Tim (Vice Chairman Club Triumph) and Sue Hunt were the Brits.

**Back Cover:** David Stephens presenting cheque to Teresa Branch, Fred's Van co-ordinator from Adelaide

**A WEEKEND OF TRIUMPH FUN & EXCITEMENT 12-13 Sept 2020**  
**TSOA NSW Sprint Day**  
**ALL TRIUMPH CHALLENGE 2020**

Highland run to Goulburn, super sprint at Wakefield, a BIG dinner, All Triumph Challenge, Show & Shine & Lunch are just some of the activities planned for this action & fun packed weekend

**STAY TUNED FOR MORE DETAILS**

**WANTED!** Cecil Scholar from SA is in need of a Terry Goodall R & P bracket for his TR. Terry has retired and cannot supply one so Cecil is hoping that someone has one that they do not need. Please contact him [cjscholar@bigpond.com](mailto:cjscholar@bigpond.com) if you have one.

# PRESIDENT'S MESSAGE

Welcome to the 20s, another decade for the TR Register.

After a very busy 2<sup>nd</sup> half of 2019 the Committee and club have enjoyed a quieter time over the summer, while the Committee is still working away at the projects we have undertaken to improve our member's experiences.

In December NSW members enjoyed a Christmas lunch at the Common Ground Bakery where Sue and I and NSW members hosted two couples from our international connections. Tim Hunt, Vice Chairman of Club Triumph in the UK and his wife Sue and Patrick McMahon, Secretary of the TR Register Ireland and his partner Nicole, joined the members and had a great day. I took Tim down in my long door TR2 and Pat joined me for the return journey. It was a good test for the recently installed 6 bladed fan on a warmish day. The car passed the test with flying colours. Tim joined me for the January run up to Pie in the Sky, this time in the daily driver TR2, which was also a fabulous get together.

These connections with international clubs are, I believe, very valuable and I am still progressing affiliations with them. My first wish is to achieve a club to club relationship with the TR Register UK where members of both clubs can have free or cheap access to each other's websites and discussion forums. I need to obtain more information on our members international memberships before I can proceed so this work has taken a back seat to more urgent matters.

The various state Concessional Registration (CR) schemes are a high priority for the Committee to ensure the club is compliant and the members registration, and therefore insurance, are valid. This is complex as each state has different Regulations which place different risks and liabilities on owners and on the club. Through the complexity there are some simple themes:

We must ensure the Register is compliant with the Acts and Regulations in each state and the liabilities and risks we are assuming are as low as reasonably practical and acceptable.

The club's officials must meet their moral and ethical responsibility to inform owners of their responsibilities and liabilities and help owners meet their legal requirements.

Every time we turn over a rock we find another problem to be solved. For example, a very recent change to the NSW Historic Vehicle conditions required that we write to the NSW RMS for clarification on how the changes apply to the Register. The WA regulations are in a state of flux so work is needed there as well. The team working on this project have produced a brief article for this Sidescreen and are working on more detailed guidance for each state.

A few points need to be made.

We are committed to complying with the various laws.

Where necessary we need to ensure that the members can comply.

The Register will not conduct safety inspections, we are not qualified nor insured to do so.

The Register will not be enforcing any design rules or engineering standards, again that isn't something we are qualified to do nor are we required to.

Where it is required the Register will be applying the eligibility rules with respect to allowable and non-allowable modifications for the Historic Vehicle registration schemes.

In the longer term we will work with the ACMC and other such state organisations to help the authorities refine the system to better serve owners and car clubs.

The Register Constitution has been redrafted and is with the Committee for their endorsement prior to it being sent to members to be voted on at the June AGM.

The Treasurer and his team have made good progress on our financial situation and it is intended to have this ready for member approval at the AGM. Some of the options being considered require us to seek outside advice to ensure we comply with NSW Fair Trading requirements which are quite strict on what can be done with an Association's funds.

The Committee has approved an initial budget for the Stanthorpe Nationals meet in September. We are all looking forward to the trip north, a bit of a change from the runs down the Hume Highway we have had for the past few years.

A small team are also looking at the IT needs of the Register and how best we maintain and improve

what we have. Rick Fletcher continues to provide a fantastic service to our members but has been asking for someone to eventually take over. If you have the skills, or can learn them, contact Rick or Rob Bradford.

I know I sound like a broken record but I want to again publicly commend every member of the Committee for their diligence and hard work. I won't pick any individual out as they have all been fantastic. We have welcomed Peter Clarke and Gary Waite into the Committee team and they have both contributed a great deal already to the projects they are working on. Give your Committee members a thank you when you see them, the club would not be what it is without them.

The AGM is only 5 months away so have a think about what you can do for the Register and, if you are able to, nominate for the Committee. It is a working team so don't expect a lazy commitment of an occasional meeting. The work is done between meetings and sometimes it can be demanding but it is very worthwhile to volunteer to help the club deliver better outcomes for the members.

All the best from Sue and I. My contact details are on the website and in Sidescreen.  
John

## **MEMBERSHIP REPORT**

Hi Folks,

I hope everyone had a great Xmas and has a healthy and happy 2020. I trust everyone came through the fires safely, other than a few smokey days, no problems here on the Peninsula.

I also caught up with Viv Paine the other day and am pleased that he has renewed his membership. His knowledge of classic cars and TR's especially, along with his sharing through websites etc. of that knowledge is welcome back in the club.

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

Three new member since my last report, as follows :-  
VIC – Jack Iacovou from Taylors Lakes re-joined after 6 years  
WA – Kim Stotter from Maida Vale with a TR3 purchased in 1964  
NSW – Mal Hardy from Engadine with TR2 owned by his father Wilf for many years.

The new Members Directory is being finalised, awaiting responses from members as inclusion of your details is optional.

Tony

Email :- [knowlson@optusnet.com.au](mailto:knowlson@optusnet.com.au)

## **EDITOR'S REPORT**

Yet another Sidescreen with much variety. Thank you for all the contributions. I am aware of the amount of effort that people put into organising runs. In particular of late there has been a lot of communication between Jenny and Kerrie over the Christmas in July.

I enjoyed reading Ron Thorpe's reminisces re a gymkhana a long time ago. About fifty five years ago, as a member of the North Shore Sporting Car Club I was involved in a gymkhana that include the "Kings X pick-up". I had to drive to a flag where a young lady waited, leap out, run around and open the door, place her in the car and head off around a course before returning her to the flag. She was a pretty little lady but the relationship was not ongoing however she did go on to greater things and married a Bathurst racer. I think his name was Brown; tripped badly on Skyline. Perhaps we could try a few such events.

Best wishes, Terry.

# CLUB MATTERS

An inspirational KEY!

Whilst we are surrounded by Stuff, events, decisions and feedback until we are fit to burst, there are always those that stand out as worthy because they just are and there are those that aspire to be worthy and are not.

We have seen plenty of that recently!

Here is a story about one such noteworthy inspiration I want to share with you.

One of our most enthusiastic members has been on a mission to raise funds for worthy causes through member donations every year and comes up with novel ways of extracting said funds with a smile. This past year it has been the KEY.

If you do not carry your TR Bonnet Key on your person at a meet, it will cost you \$5.00.



As predicted there are always some smart alecks who will re interpret the rules and make something like this:

All to no avail, even though it works and is not such a bad idea?



Any way our intrepid Paul Bingham being the wise and thoughtful man he is spied an opportunity to help

those in real need and also invest both in a town in need and one which is going to play an important part in our Club this year. He

researched and found the right local organisation in Stanthorpe to donate the \$300.00 funds raised to focus on real need.

This is consistently inspirational thinking and reinforces Paul's planning to support a regional centre doing it tough and at the same time raise the profile of the TR Register as Stanthorpe is a very car club aware community.

nab more than money	
New funds transfer - bank acknowledgement	
Bank acknowledgement details	
Status:	Paid
Confirmation Number:	D7075487336
Created:	15/01/20
Your transfer details	
From Account:	[REDACTED]
To Account:	Stanthorpe Combined Rural Fire B/084-927 812265864
Amount:	300.00
Description:	donation
Remitter Name:	TR Register QLD
Transfer date:	15/01/20

So if this is an example of the thought and planning, then Concours 2020 is going to be a great event. Plan to be there. Congratulations Paul and team. May be there might just be a hint here for encouragement of a little plagiarism?

**Our Club is lucky:**

**Firstly** we have too much money? Or do we? The real reason for our complaints is that we have had the benefit of skilled and wise leadership in the past who have resisted attempts to squander our assets.

**Secondly** we also now have an opportunity to apply a new generation of wisdom to protect and invest those assets for the betterment of our members and the future of the register to grow and prosper.

Rob Bradford

**Please complete the enclosed Members Directory 2020 and post or email to Lesley Xerri today!**

## FROM THE ACTING SECRETARY

By now all members (who want them) will have received minutes from the November and January committee meetings. Any member who does not wish to receive minutes just needs to return the email with **No Minutes** in the subject line. They will then be removed from the minutes list but will remain on the full membership email list.

Any members without email who wishes to receive the minutes are asked to contact the Secretary (contact details are in Sidescreen) and arrangements can be made to have hard copies sent. The same applies to any members with an email address who did not receive a copy of the minutes, contact the Secretary to have their email address checked or added to the list. The committee are mindful that members do not want to be sent unnecessary emails however it is recognised that communication is vital and email is the best option.

Members are reminded that items for consideration by the committee are welcome, all items submitted must be in writing and must reach the Secretary 7 days prior to the committee meeting.

The meeting dates for 2020 are: Jan 21<sup>st</sup>, Feb 18<sup>th</sup>, Mar 17<sup>th</sup>, Apr 21<sup>st</sup>, May 19<sup>th</sup>, June 16<sup>th</sup>, July 21<sup>st</sup>, Aug 18<sup>th</sup>, Sep 15<sup>th</sup>, Oct 20<sup>th</sup>, Nov 17<sup>th</sup>. The AGM date is Tuesday 16<sup>th</sup> June.

The club commissioned 2 videos in 2019, the first one showcased the 2019 Concours at Ballarat while the second one gave an overview of the formation and evolution of the TR Register Australia from 1976 to 2019. Many members who weren't attending Ballarat contributed to this video with details and reminiscences as well as those who were interviewed on the day. Our thanks go to all of these members who contributed to this video which is an important historical record for the club. The first video was broadcast on Channel 31 in Melbourne and Geelong on Tuesday 4<sup>th</sup> February whilst the second will be available later in February, both videos will be available to all members.

The two videos were produced by Bumper 2 Bumper, a Melbourne company who did a great job considering the challenging weather on the day.

Bob Watters

Acting Secretary

## CONDITIONAL REGISTRATION UPDATE

The TR Register has continued to research this complex area to ensure that both it and its members comply with the law. Whilst we don't make the laws, we do have an obligation to comply with them in every state. Unfortunately, state regulators make rule changes and some more recent changes may have a big impact on clubs managing CR schemes and their members.

As a Club, we all need to understand current local rules as we appreciate the benefits that come with CR schemes in every state and acknowledge the responsibilities we have and our members have, as individuals.

Until we have something definitive to say, our strong suggestion is that you check out the website links below for your state. Please read and understand the rules and assure yourself that you and your vehicle comply.

**Queensland-** [www.qld.gov.au/transport/registration/fees/concession/special-interest](http://www.qld.gov.au/transport/registration/fees/concession/special-interest)

**NSW-** [www.rms.nsw.gov.au/roads/registration/get-nsw-registration/historic-vehicles/index.html](http://www.rms.nsw.gov.au/roads/registration/get-nsw-registration/historic-vehicles/index.html)

and [www.confederationofmotorclubs.com.au/images/documents/Classic\\_Vehicle\\_Scheme%20\(CVS\)\\_Application\\_Guidelines\\_Feb-19.pdf](http://www.confederationofmotorclubs.com.au/images/documents/Classic_Vehicle_Scheme%20(CVS)_Application_Guidelines_Feb-19.pdf) and [www.rms.nsw.gov.au/standards/vsi-06-light-vehicle-modifications](http://www.rms.nsw.gov.au/standards/vsi-06-light-vehicle-modifications)

**South Australia-** [www.sa.gov.au](http://www.sa.gov.au) Search for Club Registration and the MR334 Scheme Booklet that tells you how to do it (You will find the booklet but it is impossible to find the application form on this site!)

**Tasmania-** [www.transport.tas.gov.au](http://www.transport.tas.gov.au) and search for Special Interest Handbook MR161

**Victoria-** [www.vicroads.vic.gov.au](http://www.vicroads.vic.gov.au) and search for Club Plate Scheme for forms to complete. Vehicle Standards Bulletins 33 and 8 (VS133 and VS18) also apply.

**Western Australia-** [www.transport.wa.gov.au](http://www.transport.wa.gov.au) and search for Licensing, Concessions. Then select Veteran, vintage, post vintage or invitational vehicle concessions. This legislation is all about to change in WA as we understand.

We will continue to investigate these issues and send out updates as we learn more.

If you have any concerns or issues around this document, please contact either David Ferguson, Russell Holliday or Peter Clarke. (Our email addresses and phone numbers are on the website)

## **TR TIPS**

### **Under Dash Access.**

How much does your back suffer when you are trying to work up under the dash? Mark Stuckey let me know a good way to solve the problem for our aging backs: Check out your local street clean-ups for lounge cushions and ottomans. Placed beside the car plus some rugs or cushions on the floor makes a very comfortable "bed" to lie on to do your under dash repairs or adjustments.

### **Soft Top Bows:**

If you want to reduce noise from the soft top flapping against the bows, use contact adhesive to fix felt which colour matches to your bows.

### **Leaking Soft Top over the windscreen:**

All good soft tops should have an extra folded piece of vinyl at the front of the front to make up the thickness of the Tennax fasteners, however, this doesn't guarantee water tightness. To totally stop the leaks, fit a 1 inch wide piece of self -adhesive rubber from Clark Rubber . It must be positioned to fit over the rubber upper windscreen seal with a curved cut out to the rubber's edge fit over each Tennax . Then smear a thin layer of Vaseline on the rubber and it won't leak.

**With all the experience in the club, send in your tips to improve enjoyment for you fellow TR owners.**

Russell Holliday

## **TR. ALL ABOUT DISC BRAKES.**

I was recently going through an old Sidescreen and there was an article about disc brakes being used by Lanchester in 1902. The concept was there but the metallurgy wasn't so it was put aside till much later when it was applied to aeroplanes.

In 1949 Crossley, a minor player, applied them to their cars but it didn't last and they reverted to drum brakes. Simply put, aeroplanes only use brakes for taxiing. You don't fly across the planet tapping brakes on. Jaguar applied them to their C Type which won Le Mans in 1953 but some people say that it doesn't count because it was a race car, not production.

In 1955 Austin Healey applied them in a four wheel concept to the 100S but some say that it wasn't a true production car. Then there was Citroen who introduced them in late 1955 but didn't really get into it until 1956 as a mass production car.

Then there was Triumph. It introduced its new TR3 with disc brakes in October 1955 at the London Motor Show. At Le Mans in June 1953 they had fielded three TR2's. One had drums all round, one had Girling discs up front and a third had Dunlop discs all round. It wasn't until September 1956 the first TR3 with Girling discs rolled off the line.

So who really was first? Lanchester was but very limited. Crossley was a minor player and gave up. Jaguar, triumph and Austin Healy all there as race cars. Triumph as a small scale sportscar manufacturer and Citroen as a mass producer.

Then of course there was Jensen but was it really a disc brake?

Terry Hicks.

<p><b>If any partners or members would also like to receive a pdf Sidescreen, please send your email address to the Editors with your request.</b></p>
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## SAVED FROM THE BRINK?

We have another good news story about Just in Time where one of our most avid members started to talk about belching and burping and how much of a worry it was because he never could figure out when it would happen and it did not seem to be consistent?

Well one could easily assume it was just a male thing which probably makes total sense to many, however it transpired that he was talking about the TR! Now that would probably be passed off as quite normal behaviour and has been on soo many occasions that I am compelled to re-pen words of caution and emphasise how small signs when ignored can cost BIG Bucks but usually only cost less than \$20 to do something about if they are heeded.

You can download the original articles on Thermostats and safety warning stuff. Please re visit this subject and avoid the worry and hassle which comes with not knowing that your TR is as reliable as your modern.

This event almost mirrors my own experience when tripping to Haeverly Bay last year where I noticed the temp gauge was a little unusual, jerky and inconsistent. I removed the thermostat as first job on the list and put it into a pan on oven to heat it up and see for myself what was going on. Sure enough it was sticking and Jerky and not opening smoothly. Chuck it out and replace it, if it ever even hints of not being 100% because they Fail Closed.

Please be very sensitive to even small inconsistencies which will nearly always begin small but if left un investigated will inevitably be painful if not just downright unsettling, not knowing if or when something is going to go wrong.

In my friends case his thermostat had almost completely failed and as a consequence boiled the water in the head and dumped it, at first randomly but fortunately not terminally. By the way he does carry a spare thermostat which might help but only if applied before cooking the motor. The same old logic was explained, " the temp gauge hardly moved! It only went up by 5deg. Well of course it did not indicate the right temperature because it had no water around it to measure, only steam.

It turns out that the head temp indicated 212Deg F and the Temp Gauge 177DegF. Thermostats are consumer items worth \$20.00 and should be treated as such. Carry a Spare. Chuck it out or test it regularly or maybe just once a year, you know when you service the car ready for a 5000 mile trip in 40degrees.

Just as a back up you might consider fitting a safety alarm like this one which might stretch the total budget to \$35.00 but heck you might need to debate the economics of that one well into the night over a bottle or red!

Just fix the switch to the rear head nut which if running normally will never exceed 82Deg -179Deg F  
**Setting up a safety over Temperature device on your TR? You need one of these. DO NOT go for a cheaper spec because the span between open and closing is too wide and not very repeatable. You need a max of +- 7 Dec F The The switch MUST CLOSE on RISE to make your light or alarm work.**

These devices are used in all ovens and microwaves etc but most commonly as an OPEN on RISE to shut off the power to a heating element, so are more easily obtained

**Available on back order: They do not normally stock this particular switch in close on Rise.**  
**RS Components: Tel:** 1300 656 636 **eMail:** [ozorder@rs-components.com](mailto:ozorder@rs-components.com). **Web:** [au.rs-online.com](http://au.rs-online.com)

70098637	CA-190-QC	Close on Rise	172 ±10	190 ±7	Surface
70098638	CA-200	Close on Rise	170 ±10	200 ±7	Surface
70098639	CA-225	Close on Rise	195 ±10	225 ±7	Surface
70098770	CA-100-80	Close on Rise	80 ±10	100 ±7	Surface



**Selco 1/2" Disc Thermostats  
Automatic Reset**

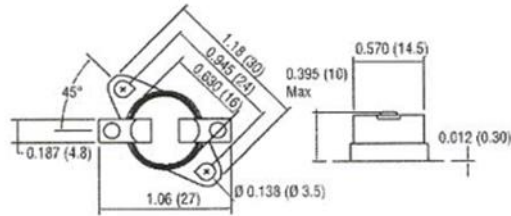
OA Series



OR Series



ORA Series



Snap action bimetal thermostats open or close a circuit at a factory pre-set temperature. **Typical Applications Include:** Power supplies, amplifiers, engines, appliances, fans, freezers and vending machines. All have solder terminals except for QC, which are 0.250 quick connect. 125 VAC, 15 amps resistive; 250 VAC, 10 amps resistive. 100,000 life cycles.

► CSA and UL Recognized

**Cross Reference Chart**

Thermodisc	Elmwood	Klixon
36T	2450 3450 2455R 3455R	1NT01

**Selco CA-200**

[← Back](#) | [Sensors](#) / [Thermostats](#)

**selco**[SHARE](#)

Thermostat; 1/2 in Disc; Auto-Reset; Close on Rise; Close at 200 F; Open at 170F

Manufacturer #: CA-200

Allied Stock #: 70098638

RoHS Compliant

- 1 +

ADD TO CART



Please complete the enclosed Members Directory 2020 and post or email to Lesley Xerri today!

## CRANKSHAFTS 2

I have read the 'Crankshaft' article by Tony and Sharyn Denyer three times and with the experience I have had for 46 years with these engines I just have to support and defend the original production crankshaft. This cuddly piece of steel is the heart of all TR 4 cylinder engines and many other Standard/Vanguard products. There must have been over a million of these made all with the benefit of research, testing, and money expended to ensure that the item was the best that could be supplied.

Why would you want to use an expensive after market crankshaft even for competition when from my experience the original is excellent for purpose. I equate the original item with the wild horses [Waler] from the Snowy Mountains that were used in WW1 .....readily available, cheap, and had hybrid vigour built into their DNA where as the new thorough bred ones are highly strung and may be expensively fragile. The 'Waler' crank was locally available but the thorough bred needed a business class seat from overseas.

Now you might say what would Bob Fast know about this subject!!!

Geoff and I have had our cars for many years and have never had to replace a crankshaft. We drove our cars in hillclimb and circuit racing from 1979 to 1985 and we drove to and from the circuits which included Lakeside [many times] Surfers Paradise, Oran Park, Amaroo [twice], Winton and Adelaide. We drove our cars to and from work daily as well.

We rebuilt the engines occasionally and had them balanced and left the original fan on the crankshaft. End float on the crank was determined by hitting the fly wheel end forward with a piece of hardwood and then hitting the fan end in the opposite direction with the same piece of wood and if it moved a fraction back that was the Fast boys end float checked. The cylinder head was only cleaned and buffed with a wire brush attached to a drill. We took the engines to 6000RPM for short periods in low gears.....at speed the cars have the frontal profile of a brick and really anything over 6000RPM is wasting effort and would be terminal for any crankshaft. Righto rev your engine to 6000RPM one day and see how comfortable you feel.....it is even worse when you are in competition because you are trying to beat the guy next to you to the next corner and do not want to be the one to blink. I could relate the experience of one of our ex-members who raced his TR2 and was having his engine dyno tuned at a prominent engine builder and a conrod broke but not the crankshaft....he said to me 'did you hear the noise at your house'.

I might add that my TR3a was non overdrive and would regularly travel at 90MPH on our trips for hours on end.....no engine trouble just a broken rear spring on the way to Adelaide. The only engine related damage was a broken piston at Surfers Paradise and Geoff had a clutch plate break up at Lakeside. We usually finished in the top half of the field.

Yes these engines were very much over engineered as a result from feedback from competition in the early 1950's and Mr Black learned from their mistakes. For a three main bearing crankshaft they are very robust and when you are lifting it into your upturned engine with new bearing shells it looks right and no it is not polished because it does not have to be because it is going to get all oily.....run your hands all over it but please do not molest it.

You will recall that my TR2 returned from Ballarat by truck.....I thought that the problem was gearbox but no it was 2 teeth off the diff pinion and the crown wheel was ok, no idea how this happened.

On another subject I need help from an electronics gadget expert. Could someone do the following for me....I want to push the left hand side of my horn button to open my garage door and the right side to close it and I want to push the top to change all red lights as I approach them to green but I still want to blow the horn as usual.....how hard can that be?

Bob Fast

## THE PETIT PRIX DE TOURISME

On the 14th September 1957 the Alvis Car Club organised a competitive motoring event on the Marsden Park Airstrip on the outskirts of Sydney. Each participant was required to complete an allocated number of laps in one hour, according to the anticipated performance of the vehicle, as well as eight compulsory pitstops where a set number of tasks were to be performed, each timed by a stopwatch.

The tasks which were undertaken by the driver and his riding mechanic were as follows.

- 1 Remove and replace a carburettor float.
- 2 Remove and replace two spark plugs as nominated by the marshal.
- 3 Remove and replace back axle or gearbox filler plug.
- 4 Pour two gallons of fuel onto the main tank.
- 5 Remove and replace distributor cap together with plug leads.
- 6 Change over front wheels.
- 7 Remove and replace a headlamp or side lamp bulb.
- 8 Stop car and engine and restart without using self starter.



Eighteen teams, each consisting of three cars, fronted on the day. Various car clubs were represented with a wide variety of vehicles. Entries as follows. Alvis Beetle Backs, Alvis Tourers, Alvis Moderns, Rolls Royce Tourers, Rolls Royce Saloons, Ecurie Warringah no.1 and no.2, YPF of St Pauls Chatswood, Mosman Sporting Car Club, North Shore Sporting Car Club no.1 and no.2, Sydney Illawarra Car Club, MG Car Club of Australia no. 1, 2 and 3, Vintage Motor Club, Renault Car Club and Wollongong Vintage Car Club which arrived as a late entry.

As an enthusiastic seventeen year old my role was to be the riding mechanic in Noel Way's Triumph Gloria. Noel, of similar age, was also at that stage of life where enthusiasm often exceeded ability. Nevertheless we survived the experience but did not attain a podium position. On one occasion I recall the passenger side door, which opened from the front, swinging outwards during a cornering manoeuvre, leaving me clinging to a more substantial part of the bodywork to prevent me from making an undignified exit.

After aggregate times were calculated team Alvis Tourers were declared the winners, followed by team Ecurie Warringah and YPF of St Pauls Chatswood both of which entered MG's.

Sadly, or perhaps fortunately, this form of motor sport was not to continue following the introduction of the Speedway Drivers Act which prohibited such events from being conducted on any venue which was not a licenced speedway. However survivors of this early form of motor sport can still recall the thrill and excitement of being part of this important part of motoring history.

Ron Thorp 21-12-19

### PROGRESS REPORT

I am flat out stripping the car for it to go to the panel beater mid-Feb. I've had less than 10% of the bolts we've removed give us any trouble, so happy days. I'm very much enjoying the work at this stage. I'm going to revert back to the 3 nose that it would have originally had. Whoever put the 3a nose on had welded it to the inner guards! .

Rowan Burns





# CANTRAILS FOR FACTORY TR2/3/3A/3B HARDTOPS

For those who are perplexed, these are the alloy gutters fitted to the sides of the hardtop to direct rainwater away from the sidescreens and/or the pilot and passenger! Part numbers 802611 (LH) and 802612 (RH).

These parts were not available for a considerable time, but club member Ian Smith, who has restored a factory hardtop, found a supplier who was able to make these parts. In response to an advert in 2015 in TR Action and on the TR Register's Forum, Ian received orders and then organised production and despatch of 15 sets. Ian thought that he had satisfied the worldwide demand for cantrails, but it seems not, as he has received further requests!

This is a second – and final – chance to procure a set of cantrails, by contacting Ian via the email below.

If there were sufficient demand, Ian would arrange a short production run, and if there were 10 members interested, an estimated cost per set (of two, left & right) would be £75, plus P&P and VAT. Although somewhat unwieldy, cantrails can be (and were) shipped to any TR enthusiast world wide. If interested, please e-mail Ian on: [trcantrails@yahoo.co.uk](mailto:trcantrails@yahoo.co.uk)



## Feedback on Forum in November 2019

We bought several sets of the first batch in 2015 and they were very well made. We had a few people asking if there would be another production run and we will be in touch with Ian Smith shortly. Cost per set and is about what we paid in 2015. Good deal. Stan.

I would encourage folks who require a set to get in the queue. These are well-made and otherwise NLA. I purchased mine in 2015 and highly recommend them. Mike.

## NGK SPARKPLUG CODES

=====

Here is the table of values for NGK spark plug names.

The breakdown is like this: [B] [CPR] [6] [E] [S] - [11]  
Six fields. Some, e.g. the second field, are optional.  
Some fields may have multiple letters.

Field one: Thread diameter.

A = 18mm    B = 14mm    C = 10mm    D = 12mm

Field two: Construction.

C = hex size 5/8"    K = hex size 5/8 with projected tip (ISO)

M = compact type    P = projected insulator type  
R = resistor    SD = surface

discharge for rotary engines

U = semi-surface dis-charge

Z = inductive suppressor

Field three: Heat Range.

2 = hot, up to 10 = cold.    There's no 1, I guess.

Field four: Thread reach.

E = 19mm    F = tapered seat

H = 12.7mm (1.5")    L = 11.2mm (7/16")

If this field is blank, an 18mm diameter plug has 12mm reach,

and a 14mm plug has a 9.5mm (3/8") reach.

Field Five: Firing end construction.

A, B = special design (no details given)

C = special ground electrode

G = racing use

GV = racing use V type

H = half thread

K = 2 ground electrodes for certain Toyotas

L = half heat range

LM = compact lawn mower type

M = 2 ground electrodes for Mazda rotary engine

N = special ground electrode

P = platinum tip (premium)

Q = 4 ground electrodes

R = delta ground electrode for BMW

S = standard 2.6mm centre electrode

T = 3 ground electrodes

V = fine-wire centre electrode, gold palladium

VX = platinum tip (high performance)

W = tungsten electrode

X = booster gap

Y = v-groove centre electrode

Field Six: (after the dash) Wide gap.

8 = .032"	9 = .036"	10 = .040"
11 = .044"	there is no 12	13 = .050"
14 = .055"	15 = .060"	20 = .080"

Thanks to Rob Bradford

# SINGLE USE CARS - SOMETHING TO THINK ABOUT?

An extract from TRF newsletter by Charles A. Runyan.

I listened to a radio program on the evils of one-use plastic containers, and then I had an interesting follow-up conversation with my daughter, Caroline. I am starting to think of British sports cars as a sustainable resource rather than just as a high polluter. An expert on the radio program emphasized the need to get the most out of products such as a plastic drink cup. The environmental impact of a plastic cup can be lessened by using it more than once. Think of the benefit of using one cup ten or twenty times. Only 5% or 10% as much plastic might end up in the ocean which is predicted to end up with more plastic than fish if we go on as we are. We are urged to reuse, recycle, repurpose, reduce, and repair manufactured products to conserve resources and lessen the amount of trash we create.

To some degree, isn't that exactly what many British car owners have been doing all along? I have had a friend for many years, Bob Koval who lives in New Jersey. He is getting old now, and he has given up his beloved TR4 which he bought new in the 1960s. He made the decision when he made that purchase that it would be the only car he would ever own, and he drove it over 400,000 miles. When it broke, he managed to repair it, and to this day, he writes a story each holiday season to describe various adventures experienced over forty years of owning, repairing, restoring, recycling used components, and refusing to quit until he was too old and unwell to continue, and even then, recycling his car on to a younger relative.

I discussed this matter on the telephone with my daughter, who reckons from things she has read that the greenhouse gases created from the production of a new vehicle far exceed all that will ever be offset by the higher efficiency of the new vehicle. To belabor this point a little further, there are also more plastics in new vehicles, and the end result is less biodegradable. If a TR3 sits too long in the right conditions, it will rust away to nothing, leaving little residue to pollute the oceans of the world.

That infinitely-rebuildable British cars are actually a sustainable resource is a thought that hatched in my brain as a result of the inputs described above. I am not entirely sure on all my facts, but I think you will agree it is an interesting observation. Thank you for reading this newsletter.

Your Friend.

Charles A. Runyan

The Roadster Factory

August 7, 2018

Printed with the permission of TRF.

Thanks to Rob Noonan

Hi Terry photos of 20084 [ Rosie ] just waiting for mod tags and rego, two years three months restoration and enjoyed every day of it, waiting on material for hood etc,. We are looking forward to Stanthorpe cheers Ken ILe Mesurier  
PS looking forward to restoring TS3949 and TS 81384



# SAPPHIRE COAST CHAPTER

Happy New Year, and what a festive season it has been.

There were many close encounters but fortunately no casualties or serious damage to members property or cars on the south coast. Andrew Gibson was lucky not to lose his house while many others around him lost theirs. Only gardens were damaged in the exchange with mother nature.

Thank you from all of our Sapphire Coast Chapter and SE TR Register members for the concerns and offers of assistance expressed by many of the TR fraternity. Much appreciated.

Thanks to the local Bega Woolworths' management and security team who allowed us to evacuate our cars and many other classics into their underground car park. Security Manager Dale McGuffen was most helpful and his team kept an eye on the cars. They were well protected and had a sprinkler system as well. We also ran a co-operative action with the local petrol-heads from the TR Register and the Bega Car Club by keeping in contact and having a mutual eye on the surrounding fires as some had clear vision to the nearby areas to enable them monitor the approaching fires.

Members who enjoyed the May TT from the high country to the coast would have recognised many of the towns and areas affected by the fires. None more so than Mallacoota where we enjoyed a great lunch at the pub and had photos taken at the waterfront where so many people sought shelter during the fire. The Sapphire Coast Chapter will revisit Mallacoota during this year to help the local economy. Here's a heads-up for a **run in May to the Narooma Oyster Festival** - Mal must have enjoyed the last one as he suggested it! More details will come via NSW co-ordinator Andrew. This will help to put a bit of welcome money back into the damaged economy down here.

It has been a very quiet start to 2020 with fires threatening and roads closed however a lunch at one of the pubs in Pambula to celebrate a Life Member's birthday was well attended and mother nature provided the best present on the day with some rain which was appreciated by all.

The Sapphire Coast members who attended the ACT Christmas Party had a great time at this flawlessly organised event, it just gets better every year.

Visitors to the Sapphire Coast have often commented that we live the "life of Riley" down here. Well that has really come true for Rick and Joan Fletcher who have welcomed Ruby Riley into their life. Rick dropped the bombshell while enjoying Happy Hour at Cooma during the Adaminaby Races weekend that he was in the process of purchasing another classic. All of the guesses to identify the new addition were in vain before Rick finally revealed the details; a 1953 Riley RME which now occupies pride of place at the Fletcher Estate whilst undergoing some pre-registration fettling.



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. We meet for coffee with a few local classic car enthusiasts every Wednesday morning in Tathra at Blend Cafe.

Rick & Bob (+ Neil from the Bega Club)



# CANBERRA REPORT

Hi Everyone.

Happy New Year to you all. As you may be aware, it has been extremely hot and smoky in Canberra and not conducive to getting out and about in the TR's. Canberra has not been directly impacted by the catastrophic bushfire events across Australia apart from the hazardous smoke levels which have been consistently the worst recorded in the world at the time.

Our thoughts are with anyone who has been impacted by the fires and I sincerely hope everyone has come through unscathed. We have been in touch with our Sapphire Coast chapter members who are safe, although some have had to relocate to evacuation centres to wait it out while others have been sufficiently skilled and prepared to defend their properties.



We had our annual Christmas function on 13 and 14 December 2019 in Canowindra. Our function was attended by 10 couples, four from the Sapphire Coast, one from Albury and five from Canberra. It is not the first time we have been in Canowindra but the accommodation is ideal for us as it is totally self sufficient, close to the town centre and we have it to

ourselves. We carried some supplies in from Canberra but our aim was to buy as much food and drink locally so we could put something into the local economy.



We had a cold buffet Xmas dinner this year as from previous experience in Canowindra at this time of year we knew that it may be just too hot to prepare a hot meal. Everyone got into the spirit of Xmas and the secret Santa was again a success. We had breakfast at the "Garden of Roses" Cafe in the main street on the Saturday morning. The proprietor was so happy that we came in that she bought a box of chocolates for each couple as a thank you. She also asked if we could bring some of the cars into town and get a photo of them outside her shop. Bob Watters made her day by taking her for a spin in his TR later on that afternoon.

On Saturday afternoon a number of us headed off to look around the countryside. We stopped at a little place called Carcour which is a beautiful little town that does not look like it has changed much over the years. We were talking to some of the locals who said that the town had lost a lot of its community feel as many of the houses had been bought up by people from Sydney to use as weekend retreats. It is worth a visit if you are ever in the area.

From there we went to Milthorpe where they were having a street market with quite a number of different stalls. We had lunch there and wandered around for about an hour or so before we decided to head back to Canowindra to get ready for dinner on the Saturday night at the local pub.

On Sunday morning we headed off quite early and stopped in Boorowa for breakfast before making our way home. It was a great couple of days and a big thank you to all who came along to make it a wonderful Xmas with TR friends.

## Coming events

I have placed a calendar of coming events on the TR Register forum page under ACT events. Essentially we will hold a breakfast get together on the second Saturday of February, June, August, October and December at 9.00am. The April breakfast will be on the third Saturday so as not to clash with the Easter weekend. Venues will be advised when known.

We will again be having our annual Xmas in July function over three nights in a rural/country town in NSW. Details will be provided on the TR forum page when known.

Peter McEwan  
ACT Coordinator

# NSW REPORT

## Malfunction 2020

The event/ gathering was again held at Mal Munro's estate in Yerrinbool on Australia Day.

Whilst the fires has subsided and the rain held off it was a rather warm 36 degrees. Clearly this was not enough to deter 5 members who arrived in their TRs.

In all there were about 24 people participating in each other's company and enjoying a great spread, mostly organised by our gracious host who was up well before dawn preparing for the day. The heat meant the traditional game of backyard cricket had to be postponed, so we reverted to conversations as well as looking at Chris Olson's new Hybrid Corolla—a far cry from his Doretti!

Thanks again to Mal.  
Regards,  
Andrew Ross  
NSW State Coordinator  
Mob: 0412 274 635  
[andrew@tr-register.com.au](mailto:andrew@tr-register.com.au)

**Malfresco dining!**

**Editor's note: blue car  
is not a Triumph**



## NSW EVENTS

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

**Wed Feb 5** - Pie in the Sky morning tea

**Monday 10<sup>th</sup>** – Drive your Triumph Day meet at Bahai Temple in Terrey Hills @ 10:30 run down the hill to Mona Vale then out to the Barrenjoey Lighthouse for photo opportunities, travel back via the beach roads & have lunch @ the Newport Arms ( parking available underneath ), fire up the cars for the return run via Coal & Candle Creek (a nice run up the hill ), farewell @ Mona Vale Road, Terrey Hills. This will probably take at least 3 hours.

**Wed Feb 12**— Common Ground Picton from **10.00**

**Sun Mar 1** - Cars and coffee St Ives Showground – 0800 till about 1100

**Wed Mar 4** - Pie in the Sky morning tea

**Wed Mar 11** — Common Ground Picton from **10.00**

**Fri 13-15**—weekend at Chris Olson's farm Bathurst

## TSOANSW Events

Sat Feb 15—Gerringong Motorfest Geoff Batty 0428242597

Wed Feb 26—Coffee and Cake Glenorie Keith Higgins 0409656577

Sun Mar 8— Valley Heights loco Museum Run Geoff Batty 0428242597

Wed Mar 25—Coffee and Cake Eden Gardens Keith Higgins 0409656577

Sun Mar 29—Kurri Kurri Nostalgia Fest Geoff Batty 0428242597



## WINTER NSW TT CHRISTMAS IN JULY

Fancy a short break away into the NSW countryside? Then join us for a Christmas in July run departing Richmond Monday 27<sup>th</sup> July and culminating in a scrumptious dinner on Wednesday 30<sup>th</sup> July in the Blue Mountains at Medlow Bath.

We will travel through Mt Tomah and Lithgow en route to Mudgee, where we will enjoy a winery tour before dinner that evening.

On Tuesday we will explore the colonial goldmining and Ten Dollar town of Gulgong with its National Trust listed buildings and then travel onto Molong to stroll down its classified mainstreet with its grand colonial buildings, galleries and giftshops. Overnight we will stay in Orange's Heritage precinct, a short stroll away from the tranquil Cook Park in the heart of the city.

On Wednesday we will wander through the picturesque historic village of Millthorpe and perhaps meet up with our Canberran members before journeying to the Hydro Majestic in Medlow Bath for a guided tour. That evening, we'll enjoy traditional yulefest festivities including dinner by the open fire and staying overnight before departing Thursday morning

Join us for the entire time or perhaps just the Yulefest evening dinner festivities. The choice is yours. Numbers are limited, so if this sounds like you, please contact either Kerrie or Andrew as soon as possible for the finer details to secure your place on this run.

Kerrie 0407 498 506 [kerrieholliday@hotmail.com](mailto:kerrieholliday@hotmail.com)  
Andrew 0412 274 635 [andrew@tr-register.com.au](mailto:andrew@tr-register.com.au)

Monday 27 <sup>th</sup> July	<i>Soldiers Motel</i> , Mudgee	02 6372 4399	\$135
Tuesday 28 <sup>th</sup> July	<i>Central Caleula Motor Lodge</i> , Orange	02 6362 7699	\$167
Wednesday 29 <sup>th</sup> July	<i>The Chalet Guesthouse</i> , Medlow Bath	02 4788 1122	\$150 - \$220

## VICTORIAN REPORT

### Past Events

#### Xmas Breakfast 1<sup>st</sup> December – Yarra Bend Park Kew

Thirty people attended the Xmas Breakfast at Yarra Bend Park on the banks of the Yarra in Kew but only 9 Sidescreens were in the car park as the weather down south scared the Peninsula contingent. This year I hired a food truck "Donald & Tuck" which served bacon and egg rolls and coffee as well as a vego version. This was very successful and saved a lot of work.





### **Xmas Dinner Meeting 10<sup>th</sup> December – Wheelers Hill Hotel**

Twenty eight people attended our normal venue for dinner and a meeting, although the meeting part was abandoned due to the noise from other patrons. We are planning the next Xmas Dinner Meeting a couple of weeks earlier to try and avoid the crowds.

### **Sunday 5<sup>th</sup> January – Happy New Year Coffee Run**

A wet and stormy day greeted us, so the daily drives were out in force. One lone TR enthusiast, David Graham braved the conditions.

The weather was so bad we abandoned the planned run and went straight to the destination coffee shop, Café Coffea in Narree Warren South. However in our haste we left the meeting point 5 minutes early but David had not turned up and I had not told people about the route. We were having our coffee when David rang. I gave him some directions and after a couple more phone calls they arrived. The 11 people that attended had a good natter under the gas heaters, enjoying great company.

**Wednesday 29th January-** Local Coffee Groups met for the Peninsula, Inner Melbourne and Warrandyte areas. This format seems to fill a need and is well supported.

### **Future Events.**

**Wednesday 5th February** - A run to Ballarat to present a cheque to the Fiona Elsey Cancer Research Centre and have lunch at Pipers By The Lake.  
Meet at the BP Rockbank at 10am for coffee and depart at 10.30. Lunch at 12 noon at Pipers.

### **Sunday 9th February - TCCV Drive Your Triumph Day**

Drive Your Triumph Day to the Anglesea Hotel

The route is set and pub is booked for 100 people (Can be added to).

TCCV Members register on the TCCV Website under Events and Drive Your Triumph Day.

I am planning on beating this year's world breaking total of 56 Triumphs and 106 people.

**Sunday 16th February - Ballan Great Vintage Rally** - This classic event features 50 Ronaldson Tippet engines, vintage tractor pulls, sheep shearing, vintage motorbikes, old time wares and plenty more. This year the Triumph is the featured display vehicle. Free entry if you drive your Triumph.

Meet at the BP Rockbank for a 8.15am departure. Venue is the Old Ballan Racecourse, Racecourse Road Ballan and is open from 9am to 4pm. **Numbers to Gary by the 12th February please.**

### **Sunday 23rd February RACV British & European Motoring Show**

**The above is provided for your information only.** I am not proposing this as a TR Register event.

### **Wednesday 4th to Saturday 14th March - John and Leonies Flinders Ranges Trip**

If you are interested please ring John to check on availability. 0419880075

### **March 16th to 26th - The Great Western Victoria Art and Ocean TT**

Contact Leslie Xerri on [lesley.xerri@gmail.com](mailto:lesley.xerri@gmail.com)

**Sunday 22nd March - BYO Picnic Lunch at Jells Park.** Meet at Jells Park at 11am, enter from Waverley Road. BYO chairs. Please let me know if you are attending by 18th March.

**Happy TRing Gary Waite.**

# TASMANIA REPORT

Another long hot summer not yet finished and here on the island we can consider ourselves very fortunate not to have been subjected to the likes of the devastating fires which have swept through the eastern seaboard and southern states. So many place names of towns and areas familiar to us through our travels to and from National Meeting venues over the years. Our thoughts have been with those members close to the affected areas. My understanding is no one has come to any harm and it was good to hear that no TRs had been lost but from some of the news film it is apparent that a lot of vintage and classic cars have been lost.

## Christmas BBQ @ Osborn's – Sunday 8<sup>th</sup> December 2019

Martin and Daphne Osborn hosted a barbeque for the southern Triumph Owners Tasmania members at their new address at Lower Snug. It was a good day for a BBQ with 26 people in attendance and a variety of Triumphs plus other cars. In the Triumph mix were a Mayflower, Spitfire, Spitfire Mk 1V, TR6, Stag x 2 plus Martin's TR3A and the Rochester's TR3B. Martin does quite a bit to stimulate interest amongst Triumph Owners in the south organizing Drive Your Triumph Days etc.



## My New Years Day Run – Wednesday 1<sup>st</sup> January 2020

Or young tearaway takes 90 year old birthday girl for thrill ride in Triumph sportscar.

Bit of exaggeration there but I would believe that most of us with a half decent TR would have at sometime been asked if they could supply their car to transport a student to their leaving dinner, or to take part in a street parade or provide a wedding car. On New Years Eve I received a call with a different request. Steve visiting from Brisbane had been given my number ; his mother was turning 90 years of age on New Years Day and had long harbored a wish to go for a ride in a red Triumph sportscar going back to her 80<sup>th</sup> which had been unfulfilled. I said I could supply the Triumph but not the red, it would have to be primrose which was

accepted. So my instructions were to pick up Margaret at an outer Launceston nursing home the next day at 10.00 am with the destination being Kelso which lies on the western banks of the Tamar River about 5 kms from the mouth. I had in mind to head into Launceston then take the West Tamar highway all the way down. So before leaving home on NYD I thought to myself if this 90 year old wants to ride in a sportscar I am sure that she wouldn't want the hood on so off it came. Arriving at the home I was greeted by Steve who was to follow in his mother's car and Margaret a spritely 90 year old and armed with a walking stick. Margaret had the route planned out suggesting that we travel via the East Tamar highway detouring at Hillwood ( well known for its apples, cherries and strawberries ) then crossing the Batman Bridge and continuing on to Kelso down the western side of the Tamar River. Following the river at Hillwood we ended up on a gravel road for a few kms which came out on to the approach to the bridge. It wasn't too rough and I did get an interesting view of the A frame of the Batman Bridge that I hadn't seen before. At 11.45 am and after about 78 kms I delivered Margaret to her birthday party with family. A few photos were taken, some of the family were keen to hop in the car for photos too. I was soon on my way and by the time I got home another 100 miles were up for the round trip. Margaret was a good conversationalist and it was a delightful experience to help her dream come to fruition.

## Targa Tasmania 2020

Mid December saw the course details released for the 29<sup>th</sup> event which will be run between Monday 27<sup>th</sup> April and Saturday 2<sup>nd</sup> May 2020. Changes being made would indicate that this will be the toughest yet for car and driver testing reliability and endurance. While the number of Targa Stages remains at 38 the number of competitive kilometres has increased by around 150 kms to 626 kms plus the 1817 kms of transport stages gives a total of 2443 kms well up on the 2000 kms or so of previous years.

For the first time since 1994 there will be no cars seen at George Town with the Prologue previously cut and now the last stage TS4 of Day 1 cut as well. The gathering of cars on Regents Park afterwards always afforded an opportunity to catch up with cars and teams.

Drivers and navigators and cars will only have the first Targa Stage TS1 at Legana to get their act together for the task ahead. On Leg 1 there will be two extra and new Targa Stages to contend with being a 12 kms. stage at Golden Valley which is south east of Deloraine followed by a 11 kms. stage descending the Poatina Hill ie a zig zag down off the Great Western Tiers. It should make for some glowing rotors and smoking pads by the end. These two stages have been made possible by the completion of road sealing on the western side of Great Lake. Some months ago after finding the road now fully sealed I considered it would be good for a TR run going in the reverse direction over the two stages. Leg 2 is centred on the North East as usual. Legs 3 and 4 are run over the Central, North West and West Coasts with some stages being recycled from earlier years and some being run reverse wise. Leg 5 takes the field from the West Coast through to Hobart. Last day, Leg 6 will have 8 stages south of Hobart, two more than usual. It is certainly going to be an interesting event, tyre wear will be a critical factor and a higher attrition rate can be expected.

## From the Sullivan Garage

Another restoration or more like resurrection has recently appeared. Michael has recently road registered a 1959 split window VW Kombi van which started life as a service van for H.G.Palmer at Mordialloc VIC who were a big electrical retailer way back. When Michael acquired the van locally it was but a shell, heavily rusted at that. It has been repowered with a 1300cc engine. It has been finished in the original blue VW livery and retrimmed in the cab along with replacement of rubber seals. I think that the van could almost accommodate a penny farthing. The Kombi joins a long list of Michael's previous restorations including the Sunbeam Tiger, Austin-Healey Sprite, TR3 (twice, with a fire in between) and the TR Special build.



## Coming Events

Monday 10<sup>th</sup> February

Sunday 16<sup>th</sup> February

Friday 6<sup>th</sup> to Sunday 8<sup>th</sup> March

Saturday 7<sup>th</sup> March

Sunday 22<sup>nd</sup> March

Friday 24<sup>th</sup> April to

Sunday 3<sup>rd</sup> May

Monday 27<sup>th</sup> April to

Saturday 2<sup>nd</sup> May

Drive Your Triumph Day

Deloraine Street Car Show

Longford Motorama at Longford Village Green

PVCC All British Day at Parliament House lawns

Devonport Motor Show

On line entry at [www.devonportmotorshow.com.au](http://www.devonportmotorshow.com.au)

Shannons Targa Tasmania Classic Rallye

Targa Tasmania 2020

David Pearce

Co-ordinator - TAS

**Please complete the  
enclosed Members  
Directory 2020 and post  
or email to Lesley Xerri  
today!**



## **SOUTH AUSTRALIAN REPORT**

Dear TR Register Members Happy new year. Activity for TR register members in SA during 2019 was relatively quiet. This was primarily due to open heart surgery that I underwent in late February 2019. After recovering from the surgery and regaining my ability to get behind the wheel of my TR2, two runs during the year were organised.

The first run that took place was in June. This was a Sunday run for lunch at the Victory Hotel, Sellicks beach south of Adelaide. This was well supported by SA members and their cars and despite the threat of rain, the run to hotel via the coast was superb.

The second run organised, took place in October, the weekend before the Ballarat Concour. This run, was to attend the Clare Valley Rural show, North of Adelaide. The weather was excellent and attendees enjoyed the activities, food and displays that are part of a rural show and community.

Also organised for TR register members was a Christmas Dinner held at the Cremorne Hotel in December.

The final SA TR Register event organised for 2019 was the presentation of a cheque for \$1256 on behalf of the TR register Australia to Teresa Branch the Fred's Van Coordinator for Adelaide. Fred's Van is run by volunteers from the St Vincent de Paul Society. Up to 550 meals per day are prepared on site by volunteers and then handed out daily to the homeless at eight locations around Adelaide and two in regional areas in South Australia.

This was the charity chosen for the 2018 Concours in Adelaide and the money raised from the raffle that was held during the Concour.

A big thank you to all the members who bought raffle tickets during the Adelaide Concour. This money will be used by Fred's Van to buy food and supplies in the preparation of the daily meals.

## **WESTERN AUSTRALIAN REPORT**

Hello everyone

On Sunday the 1st of December I went up to Barbagallo raceway to watch the Vintage Stampede. Tony Fowler was the only sidescreen competing. I don't know how he finished but he appeared to be enjoying himself.

I also attended the Classic Cars and Coffee event at the University of WA on the 29th of December. My 3A was the only sidescreen there. I will be attending this event again on the 16th of February and the 15th of March. Please join me if you have the time.

On Saturday afternoon the 28 th of March I would like to invite all members in WA to my house at 16 Brookland Crescent for afternoon tea and a chat{2pm to 4.30pm}.If you know any past members or people who own a sidescreen TR please ask them to come along.

Welcome to Kim Stotter who is a new member and has owned his car since 1964.I hope to meet you at one of our events in the future.

Kind regards  
Chris Keay

PS My landline 93426516 has been disconnected and my PO Box has been closed.  
My mobile 0417 955 924 has not changed.

<p>If any partners of members would also like to receive a pdf Sidescreen, please send your email address to the Editors with your request.</p>
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## QUEENSLAND REPORT

We had a very good turn up for the first Sunday Run of the year organized by Paul Bingham. Good mix of cars from TSOA and TR Register with an international TR visitor from Ireland who came up from Sydney for the day to come along on the ride.



Usual meet at the park, chat and then off for a coffee to start the day. After a long coffee stop we made our way via the back roads to Jacobs Well for lunch. One TR developed hiccups and went home before lunch and another failed to proceed as far as the lunch venue and went home on a tip truck. Rumoured owner's wife had it advertised on Gum Tree before it arrived home.

Australia Day was another joint run with TSOA and ended with the now traditional cricket match Ladies vs Gents after a bbq lunch. The Old Mug has to be shared this year as it was a draw 28 runs each. The day went very well and everyone had a great day.



The \$300 we raised over last year from Members who did not have their Tee Key or Name badge on their body when out in their TRs were fined \$5. Yes Paul Bingham is the Sheriff. The Members were very good accepting this.

By the way, it's on for this year again.

The \$300 was put into the STANTHORPE Combined Rural Fire Brigade bank account to help them out over a very tough time.

The 2020 Concours in Stanthorpe is falling into place so watch this space. Form out soon. Never too far in a TRIUMPH

Paul Bingham



