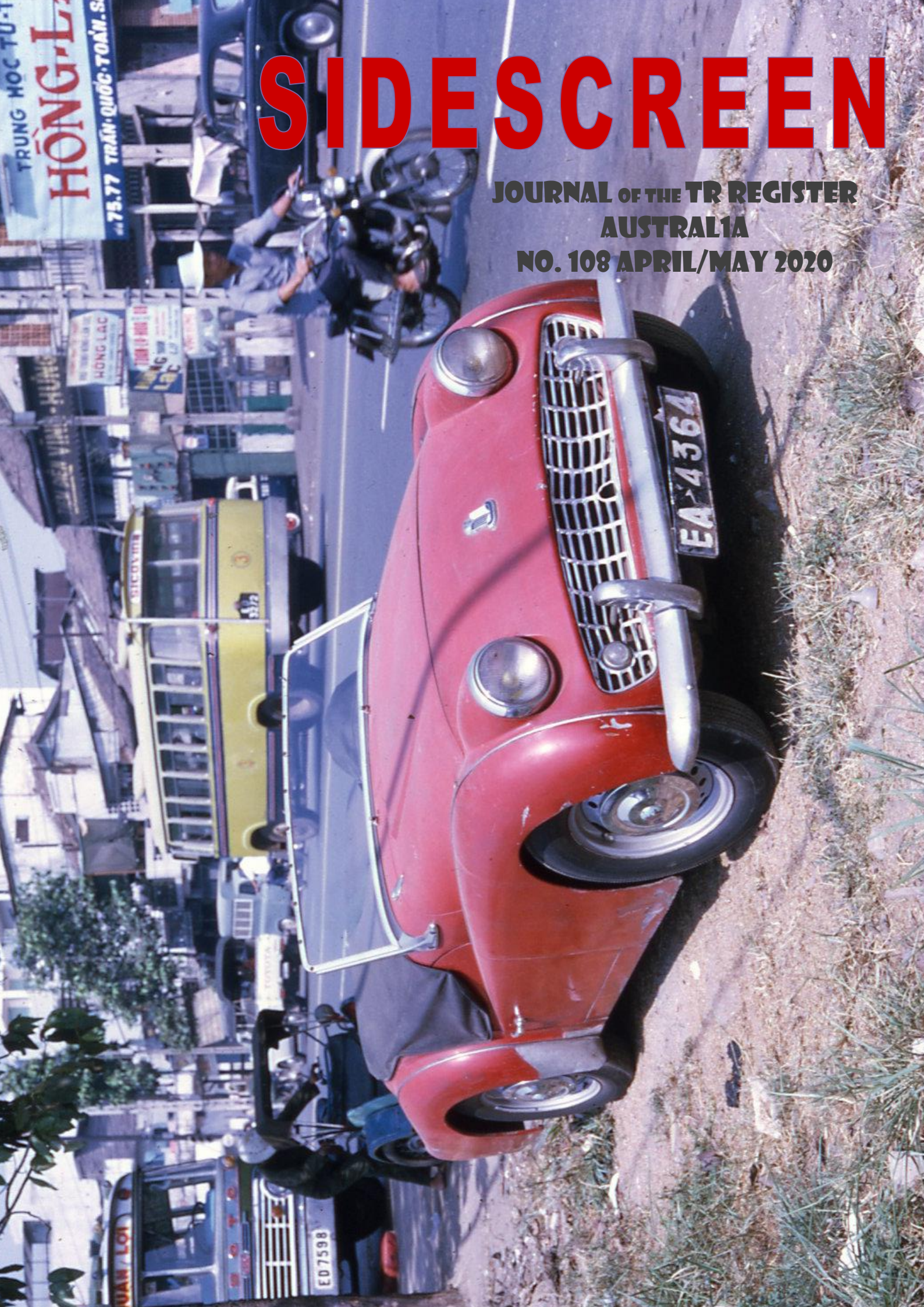


# SIDESCREEEN

JOURNAL OF THE TR REGISTER  
AUSTRALIA

NO. 108 APRIL/MAY 2020





## TR Register Australia Events

### National

16<sup>th</sup> June— Annual General meeting at The Ashfield Club

July 27-30—Christmas in July TT (Contact Kerrie Holliday 0407 498 506 )

September 11-13 TR—Register National Concours 2020 Stanthorpe Qld

MARK STUCKEY. 1958---2020

Mark died on February 12.

Those of you that have known him over the many years that he was a Register stalwart will remember him as a kind & generous man with a quick & clever sense of good humour.

He also had a feel for the sensitivities & foibles of others & could be counted on to aid & assist if possible.

Mark was, until recently, our Secretary & also, before going to reside in the USA where he and Linda married prior to their return here, assisted with many Register club & Committee activities including stuffing the envelopes & licking the stamps when our Newsletter did not even have a name....

The writer is proud to have called Mark a good friend & is one among many who are much saddened by his passing.



Mark loved his TRs & was a very competitive & capable driver when entered in circuit events..... If he was in front of you (fairly often) that car of his suddenly became much wider & very difficult to pass.....

We offer our heartfelt condolences to Linda, Marks' Mother & Sister and the rest of his family including Jack. All are the better for having known him.

Rest in Peace Mark, and know that we miss you.

Mal Munro

**Front Cover: TR 3A Saigon Vietnam April 1971 Thanks to Peter Verras**

# PRESIDENT'S MESSAGE

All members should have received an email from me or the State Coordinators advising that due to government requirements to manage the coronavirus all TR Register Australia activities are cancelled until 31 May. We will revisit the decision towards the end of May.

We won't decide on the Stanthorpe Nationals until we must, which is probably around mid-July. I'm an optimist and am confident the event will be on. Please keep the booking and registrations coming into the organisers so they can continue planning. If it must be cancelled, hopefully not, we will arrange refunds at the time.

I was really pleased to see that both the TTs that have just finished have been fully subscribed and those who joined in have had a great time with their cars and many friends. I have been told that another is planned for next year and I have put us down to join in, if there is a spot.

I have just reread the last Sidescreen and must say how impressed I am with the quality of the articles, the way that in all states members are getting out, enjoying their cars and each other's company. Long may it continue.

One of the really great things you get to do as a State Coordinator, or as President in this case, is to help members out and to introduce new owners to TRs and the TR Register. About four years ago I got a call from one Ian Wall that he was interested in buying a TR3A but wasn't sure what to look for and how it should drive. I invited Ian and his wife Susie up to our place where we took the TR2 for a drive and had a chat over a coffee. A little while later Ian bought a very nice 3A. He and Susie have become very active members of the Register and firm friends to Sue and I and many members. A couple of weeks ago I received an email from non-member Ben Feller that he was looking for a TR, preferably a 3A, and that he and his wife Anna are keen to join the Register once he finds one. Ben wasn't sure what to look for and wanted to know if any cars might be available as the advertised cars didn't meet his needs. Ben came over to my place and we went for a run in the TR2 to give him a feel for what a TR is. Step back 12 months and Kerrie Miller, wife of the late Register member Mike Murray, asked me for help in selling Mike's TR3A. Mark Stuckey and I went up to see Kerrie in Warriewood and spent a bit of time putting Mike's car back together, he had been working on it when he died. We then all waited for a few issues to be resolved to sell the car through the club. A few days before the call from Ben, Kerrie contacted me to say she now needed to sell the 3A. On Sunday last Ben, Anna and I met up at Kerrie's house to look at the 3A, get it running and see if the car suited Ben and Anna's needs. We took it for a test drive today, Saturday. It needs a fair bit of TLC but is a sound car. I left them to negotiate and have been advised this afternoon that Ben bought the TR. Good timing, he has a project for when he is in lockdown isolation. Ben will join the Register and we look forward to he and Anna joining the Register community.

The Committee have been busy with the three major projects; an updated Constitution, state based Conditional Registration and our Register Finances. I will address the Finances and Constitution projects below; the Registration team's report is in this Sidescreen.

The Financial Planning project was set up to look at how best to invest any funds that were additional to future Register needs. The project considered a range of initiatives, many from the recent survey, which were then tested against what we can do under the NSW Acts and Regulations. We are not allowed to use funds wherever members might make a pecuniary gain. Advice has been received from the Department of Fair Trading that pecuniary gain is a broad term and it precluded many/most of the initiatives under consideration. Personally, I was surprised at what is considered by the Department to be a pecuniary gain e.g. providing all members with a voucher for new spare parts or for regalia. Reducing annual fees is allowed.

One thing we have done is to fund more of the activities central to the National meet. The Register does not provide funding for personal expenses including entertainment, food or drink but does assist with funding the Concours day, Concours and Presentation night venues, trophies etc.

It is important to also note that we do have a number of future financial risks that we need to provide

for; e.g. managing our new spares.

In view of the above, and as there is no urgency on this matter, the project has been put on hold until after the AGM.

The Constitution has been updated and is included with this Sidescreen. The members will vote on the updated document at an SGM that will be held immediately prior to the AGM.

I would like to repeat my previous request that members think about what you can do for the Register and, if you are able to, nominate for the Committee. It can be demanding but it is very worthwhile to volunteer to help the club deliver better outcomes for the members. If you can work in a team environment and want to contribute, please nominate for the Committee.

The AGM is due to be held in June, but it may be necessary to delay it due to the virus issues. The Department will allow the delay without penalty if it is necessary. I will keep you informed as best I can. The Secretary will include the Notice of Meeting etc in this Sidescreen.

All the best from Sue and I and stay safe and sane in these trying times.

John

### **FROM THE ACTING SECRETARY**

There are several important inclusions with this issue of Sidescreen, the revised constitution, the new members directory and a notice and nomination form for the AGM in June.

The revised constitution will be voted on at a Special General Meeting held in conjunction with the AGM.

The Members Directory has been updated after a long hiatus, this was done by Lesley Xerri who volunteered for this task and deserves thanks from all members for completing this project.

The notice of AGM and nomination form are self-explanatory but of note is the requirement for any matters to be raised at the AGM to be with the secretary 28 days before the meeting.

It was noticed in the Members Survey in 2019 that many members were unaware that every committee position becomes vacant at the AGM so there is an opportunity for any member to nominate for a position and experience the rewards of helping to run this successful club on behalf of all of the members.

At this stage the AGM is scheduled to be held at the Ashfield Club in Sydney with other members being able to participate via Zoom however this situation may change depending on government regulations at the time.

The club has received the videos that were filmed in Ballarat and the Web Manager is currently working to have them accessible from the website.

The forced isolation provides the perfect opportunity to make sure that the TRs are ready for extended driving once the crisis has passed.

Bob Watters

**NOTICE OF SPECIAL GENERAL MEETING AND ANNUAL GENERAL MEETING  
TR REGISTER AUSTRALIA INCORPORATED  
INCORPORATION NO: Y1781510**

NOTICE is hereby given of the Annual General Meeting of the TR REGISTER AUSTRALIA INCORPORATED (ASSOCIATION) to be held at 7.30pm on 16<sup>th</sup> June, 2020 at The Ashfield Club, 1-11 Charlotte Street, Ashfield NSW 2131. Subject to government regulations in place at that time.

In conjunction with the AGM a Special General Meeting will also be held.  
**BUSINESS OF THE SPECIAL GENERAL MEETING**  
To vote to accept the revised constitution of the TR Register Australia Inc.

**BUSINESS OF THE ANNUAL GENERAL MEETING**

**President's welcome**

**Confirmation of minutes**

Confirmation of minutes of the 2019 AGM.

**Financial Statements and Reports**

To receive and consider the Financial Reports (Unaudited) of the Association and the report of the Committee for the year ended 31<sup>st</sup> December, 2019.

**Election of Committee**

Election of Committee

**Any other business**

To transact any other business which may be lawfully brought forward in accordance with the Constitution and the Associations Incorporation Act, 2009

**By order of the Committee**

**Bob Watters**

**Acting Secretary**

**Note Members wishing to raise other issues for consideration at the AGM must submit details of such issues to the Acting Secretary 28 days prior to the meeting i.e. 18<sup>th</sup> May.**

Attached to this notice is a copy of the Unaudited Financial Accounts for the year ended 31<sup>st</sup> December, 2019. Also attached is Report by the Committee.

TR Register Australia Incorporated

Incorporation No: Y1781510

**Declaration**

The persons listed below declare that 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.

At the meeting of members of the Committee of the Association declared that:

1. The financial statements and notes, as set out on pages 1 to 4, 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, 2019 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 their 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 Committee of Members.

John McCormack

President

Signed:



Dated: 28/3/2020

Bob Watters

Acting Secretary

Signed:



Dated 26/3/2020

# **TREASURER'S REPORT**

## **FOR THE YEAR ENDED 31<sup>ST</sup> DECEMBER, 2019.**

The Financial Accounts have been prepared on a more consistent basis with a surplus for the 2019 year of \$6314 and is a more realistic result.

Some of the major changes that occurred during the year has been a reduction in Parts sales and a corresponding reduction in Parts purchases, and as a consequence margins have dropped. It is anticipated that parts purchases for the current year will increase to replenish stocks levels.

Concours and After Tour receipts and payments were quite high and it is not expected that that level of transactions will occur again. The amount that will be carried forward for future Victorian events will be \$5107.

All other receipts have been consistent with previous years.

Costs however have increased due to a number of factors, namely: -

- payments to donations which also included the S.A. donation not shown in the previous year,
- video production of the Ballarat Concours,
- software purchase to conduct the members survey, and
- an increase in the production and distribution of Sidescreen magazine.

### **Future**

Based on the Members survey and SWOT analysis, the committee has been working hard to act on the matters raised, and has taken a considerable amount of time for all committee members.

A sub committee was formed to investigate what benefits the Register could provide State Coordinators and members to promote the Marque and involve members more, whilst still maintaining sound financial prudence.

Although the register is in a strong financial position, the subcommittee felt that it would be irresponsible to implement benefits to members at this point.

Many Register volunteers that have maintained the facilities we all enjoy (at no cost), and unless we can replace these selfless members within our membership base a cost needs to be allowed for in the future.

The committee has been analysing Budgets and Cash Flows and further work is necessary to meet long term plans and members expectations.

Treasurer

Anthony.P.Xerri

# MEMBERSHIP REPORT

Hi Folks,

As we were due to be in Japan at this time I stated this report 6 weeks ago when Corona virus was just a problem for China and an issue starting in Italy. How the world changes quickly, we are now not going anywhere and isolating ourselves to keep well. I trust all members are keeping well and safe.

We are approaching the time of year to think about Membership Renewal which is due end of June. This is especially important if you have the car on club plates. The cost to renew remains at \$40.

We are encouraging you to pay directly by direct debit, I would also like to receive the updated renewal form just to check no details have changed and any updates to your car. It is very easy to forget to tell us if an email changes, new mobile phone number or even removal of home phone etc.

**Please send all renewals, queries and changes to your details to**

**TR Register Australia**

**PO Box 457**

**MOUNT MARTHA**

**VIC 3934**

We are currently running at 318 members, a few ahead of this time last year. I thought I was going to have no new members but a late addition saved me.

One new member:-

NSW - Ben Feller from Bondi Junction with a TR3A bought from Kerrie Miller.

Tony

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

## EDITOR'S REPORT

OK, it's like this. Most get a printed Sidescreen with a few extras, all posted. Most also get an emailed PDF with a few extras. Some only get an emailed PDF with a few extras and some only get a printed Sidescreen and a few extras.

This time we have a lot of bits and pieces as follows. Somehow within Sidescreen or as an extra, you will all get an upgraded Constitution with a covering letter, a notice for the AGM, minutes of the 2019 AGM, a financial report and over view, a nomination form for committee, a "Conditional Registration Update April 2020", a "Historic/Modified Registration Declaration Attachment Form", a Members Register and most importantly a **Membership Renewal form**.

Most will be obvious. The tricky one is The Constitution which, being twenty two pages long will live as an extra in the PDF which you can read and print out if you so desire. It will be posted to those who do not have email.

All of the above has required a lot of work to put together. Thanks to Jenny for sorting it out. If we hadn't already been in isolation we would have.

Beyond the administration we do have quite a bit of interesting articles. I never realised that there are several levels of crankshafts.

Regards, Terry ( & Jenny).

# CONDITIONAL REGISTRATION UPDATE APRIL 2020

We have continued to seek further information from regulatory authorities to ensure that both the Register and its members comply.

The major changes for us have occurred in NSW and we have now received definitive advice from both CMC and NSW Roads and Maritime Services. Some responses are included here to give you a better understanding.

NSW RMS- *"The club is responsible for ensuring the authenticity of historic vehicles in their club and members adhere to the conditions applied to a vehicle in the historic vehicle scheme. Clubs may like to remind members anyone attempting to register or renew a vehicle by providing a false statement, misrepresenting or being dishonest it is an offence under Road Transport law."*

They go on to say that if a member's car is checked and found to be non-compliant, then the club's authority to participate in the scheme will be removed. This means for everyone (we assume only in NSW as they have no authority in other states), not just the offending vehicle! The RMS is going to extraordinary lengths to check vehicle eligibility- attending car shows, cross referencing advertisements (if you claim modifications in your ad and the car is on Historic plates for example), etc. They are keen to wipe out the "dodgy" clubs which only exist to capitalize on "cheap" registration.

If your car is modified, then do not despair. You can still participate in the condition registration scheme and pay reduced registration fees. NSW Transport say *"Modified vehicles must comply with vehicle safety standards. Vehicles pre-ADR must still comply with vehicle standards and schedule 2 (NSW Light Vehicle Standards Rules) of the regulation (Road Transport (Vehicle Registration) Regulation 2017)."* <https://www.legislation.nsw.gov.au/#/view/regulation/2017/451/sch2>

You will struggle to read the next 2 paragraphs without falling asleep but they are included for your viewing pleasure!

*From Vehicle Standard Information No. 6: "VEHICLE STANDARDS LEGISLATION Vehicles registered in NSW must (unless exempted) meet Schedule 2 of the Road Transport (Vehicle Registration) Regulation 2017, including compliance with the design standards set out in the applicable Australian Design Rules (ADRs). A vehicle that is modified and certified according to the Order must continue to meet the applicable requirements as set out above."*

*From Australian Vehicle Standards VSB 14: "2 GENERAL REQUIREMENTS: This subsection applies to all light vehicles and must be read and applied in conjunction with all the LA Codes applicable to the proposed modifications."*

*Modified vehicles must continue to comply with the Australian Design Rules (ADRs) to which they were originally constructed, except as allowed for in the Australian Vehicle Standards Rules (AVSR). These modified vehicles must also comply with the applicable in-service requirements of the AVSR. Modified pre-ADR vehicles must continue to comply with the AVSR." Certification from a VSCCS license certifier to confirm that vehicle still complies to vehicle standards would be necessary if the modification is significant enough (refer VSI 6)."*

The summary to all of this jargon is "If your car is modified enough, get it engineered".

What will the TR Register do to comply?

There are some administrative issues for us which require us to submit documents to the RMS and this will not be a problem. We also have to document our process for managing our member's vehicles on Historic or Modified schemes. As part of this process, we will require applicants to submit a form to us and include some photos for our records. We will do this in all states as we should have these on record for good practice.

What do you need to do?

1. If you want to participate in Historic or Modified registration, then you MUST be a financial member on 30<sup>th</sup> June every year. Don't let your membership lapse.
2. Complete the attached form and submit photos of your car.
3. Ensure you supply the correct RWC's and Engineering Certificates if required.



Where to from here?

1. Complete the declaration form attached and return it via email to the State Co-Ordinator in your state. Or post to it to them. Don't forget to please attach or include your photos. The forms and photos should be forwarded by the end of June 2020.
2. A new Roadworthy Certificate does not need to be obtained in conjunction with this form. Just tick the box to say you have one on record. (In NSW, an annual Pink Slip is still required)
3. You need to keep in mind whether your car meets the Historic requirements or not for your state.
4. This form is a one off. You will not need to complete it again unless you significantly change your vehicle.

If you have any queries, please contact either David Ferguson, Russell Holliday or Peter Clarke.

## 2021 CALENDAR

The interest in the 2020 calendar was not as strong as in previous years however several people have contacted me to ask if there will be a calendar for 2021. I'm more than happy to produce a calendar if members want to support the project so let's give it another go.

The same principle as last year will apply; that is only available by pre-order and payment, costing will depend on how many are ordered but if 50 are ordered the price delivered by mail should be \$20. Alternatively calendars can be picked up at the Concours in Stanthorpe.



The few basic rules are:

- Preferably by amateur photographers, professional photos are not excluded but they can only be used if permission is granted by the owner of the photo.

- 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

## CRANKS 3

Hi Terry,

I feel I must comment (with respect) on Bob Fast's article about Tr crankshafts, and defend Tony Denyer's article about billet crankshafts. I, like Bob, consider myself to be an expert on this matter but, dare I say, more of an expert than Bob. What are my credentials in making this claim you may ask? Well, have owned three 4 cyl Triumph Tr's—the first being a Tr3a I bought in 1968 (sold To Dr Al White, and still going somewhere), my current (racing) Tr3a, acquired in 1971 (200+ BHP), and a Tr4 acquired in 1999 (back on road soon after 10 yr resto).

But my greatest claim to being an expert on Tr cranks, is that I have broken not one, but TWO Tr cranks! Surely this must credential me as the paramount expert on Tr cranks—I'm sorry Bob. I will go on to tell all who may be interested how to break, and how *not* to break, a Tr crank.

In my humble opinion, the main reason standard cranks may break is due to a *harmonic* that occurs over 5000rpm. (Morgan owners say that if you run a Tr crank over 5000rpm for any length of time, you can measure its life in minutes!) Tr 4 cylinder engines have a number of interesting harmonics,—for example, one created by the camshaft and effecting the # 4 exhaust valve (this is the reason the standard camshaft has a varying diameter), and in the early bell housings causing them to crack around the web where the box attaches to the engine. This was “fixed” initially by attaching a large cast iron testicle to the rear of the gear box case in the Tr4, and later, by re-inforcing the casting of the web.

I should, at this point, establish my credentials as an expert on Tr camshafts as well. I have broken two camshafts in my race engine, thought by experts to be due to harmonics. Since changing to a billet steel camshaft, breakages no longer occur.

But I digress. Back to crankshafts. My first crank breakage was in 1972, at about 11pm somewhere on the Putty Road after a spirited run with Holden Sandman . This was a crank that had been prepared for racing by the previous owner and developer of the car as a race car, Bruce Thomson. I replaced tis crank with one from a low milage, low revving Vanguard ute that had been owned by a farmer friend's elderly, deceased farmer father.

This crank was used in the building of my current race motor by a renowned race engine builder, who was from the same school as Bob (“Do I need a steel crank?”—“No you can rev this to 7000rpm”)

**BANG !!!!**—main straight at Phillip Island.

The billet crank I had made in Melbourne, is, like Tony's, a modern design with dummy throws, and a beautiful thing to look at (and Bob, if you must, touch)

A recent addition to the group of Tr crankshaft experts, is David Orchard, who bought Geoff Kelly's Tr2. racecar. David joined this special group at Phillip Island last year, when his freshly rebuilt motor was found to have a broken (standard, but thoroughly checked and race prepared) Tr crank. David has now joined this exclusive group,—the very expensive billet crank shaft chapter. He can now safely spin that to 8000 rpm. Wes Dayton also joined this chapter a few years ago when he broke his crank (and a lot of other expensive engine bits) at Eastern Creek. Wes's car (for sale) now has steel crank.

I believe Tr cranks may break for a number of reasons. Obviously they are now very old, and who knows what may have happened to them during their 50 or 60 yrs spinning around in an engine,—very likely not the engine it is in now. But most importantly, i believe they break at certain revs, because of a dreaded *harmonic*. I also postulate that this harmonic was not a problem until we began to remove the rubber mounted fan and hub extension and cooled our cars with electric fans.

Bob's observation that 6000rpm is not necessary anyway is probably true for a road car with a road cam grind, and possibly also the engine he raced with, but my race camshaft now makes peak HP between 4000 and 6000rpm, and still has useful power at 7000rpm. This is the territory of a billet crank only!! And with a \$1200 10 inch harmonic balancer !

A couple of interesting observations; Neil Revington, (TRevington) does not use a harmonic balancer on a steel crank. Terry Goodall is happy to fit a BareCo cast crank (not forged, as Tr cranks are) to the road car engines he builds. So horses for courses I would say Road cars are fine with a good crack tested standard crank, but if you rev them over 6000rpm, "their life is measured in minutes"

"Do I need a steel crank"—for my race engine,—what do you think?

Cheers  
Andrew Gibson

## **CRANKS 4**

I totally agree. Having built about x50 4 cylinder engines, trying to find a usable crank for a road engine is almost impossible. Two out of three are cracked and the rest and too far under size. They are too old and should not be considered for any engine intended for any type of motorsport activity.

In days past 135-145 bhp was considered a 'racing' engine and the cranks seemed to survive this OK but once you aim for 200 bhp then, like everything else in the engine, they cannot cope. The standard crank is the only original component I use in the road engines I build, and that is with some degree of reluctance.

Regards  
Geoff Kelly

## **CRANKS (ETC) 5**

### **Soft Tops**

Further to Russell's comments on Soft Top leaks, I would like to add another tip, something I have done to mine. I have added vinyl gutters, which I originally saw on MGB soft tops. I thought this was a good idea, as when you open the door with the side curtains on, you could get a deluge of water, when the curtain brushes the soft top. The gutter fixes this. The gutter is just vinyl doubled over and stitched onto the edging. It is about 1 inch high and unobtrusive to the eye. For those not wanting to take the high moral ground on originality, this is a worthwhile modification.

### **Crankshafts**

I would like to add my experiences with TR crankshafts, after reading Bob & Geoff Fast's experiences. Firstly, I have had my TR for 52 years including about 10 years of racing it, and against the Fast brothers. I also raced a TR powered Buchanan for about 12 years in historics. I have also driven a TR4 road car for 46 years, still with the motor I built for it 36 years ago. Let me say I have never broken a crank in any of these cars, and like the Fast boys, I always have run a fan on the crankshaft pulley. The 3A & Buchanan have always had the Triumph 2000 metal 6 blade fan, which is a straight bolt on, and sucks in a lot more air than the original 4 blade, which has little rake on the blades.

I have seen others break cranks. Discussing this issue with John Murn last week, he said he had broken one, and I think with a fan. I have seen some other TR racers break cranks. I would say not more than 3, as we are going back over a few decades. My recollection is that none of these had fans on the crank pulley, but had fitted electric ones. My thoughts on this, are that the good book on TR's says that the 8 rubbers that bolt on with the fan, provide the primitive harmonic balance that the engine needs. Also lightening the flywheel and balancing the engine is a good idea for racers. We also shot peened and tough trided the cranks to relieve stress.

One of the most essential things to do when having a crank ground, is to insist the engineers put the flarings back in around the main oil holes on the big ends, otherwise oil flow is restricted to the bearings.

Alan Mitchell

## LETTERS

Hi Terry

Thought I would send a few photos of my restoration of TR2 Ts1852. This has been a long term project (10 years this year) which I have documented on a web site <https://colbtr2.wixsite.com/triumph-tr2-ts1852>. I decided to do this as I was unable to find much detail in how a body was put together when I was trying to establish how to repair the body. The restoration process has been interrupted by 3 house moves including 1 interstate relocation.

I remember reading once not too throw anything out until you have finished the job so I have kept most of the parts I removed from the body during the process including floors from the firewall to the join under the petrol tank, both sills inner and outer, both door outer skins, both B pillars and rear quarter panels lower front guard panels, battery box as well as a few other bits and pieces. The photo shows all those components laid out in their approximate location of position in the body. The battery box and a large part of the floor did not make the transition from interstate.

The photo of the assembled car is the current state with the panels fitted and ready for paint preparation.

**Colin Baldock**



Hi Terry,

I was tidying up some old stuff recently and remembered that I had these TR pics that I took nearly 50 years ago while in Viet Nam. I thought that members might be interested to see them. I was sort of stunned to see them in that place at that time. My own TR was on blocks in Mum's garage at the time.

I spotted these two TRs while on (separate) trips to Saigon to pick up some supplies and mail, so could not resist stopping and taking a photo. These are old scans of slides so I hope that they are suitable, if not let me know and I will try and find the original slides and re-scan them. The small pdf of the car with the hard-top I hope can be blown up.

The car with the hard-top was almost certainly on Dien Bien Phu street which comes into Saigon from a north-easterly direction, on my usual route into the city. The front corner of a US military vehicle can be seen behind the TR. The car without a roof was in the middle of the city, not far from the old fish market (the smell would take your breath away!). The actual address can be seen on the shopfront across the road (75.77 Tran Quoc Toan Street).

The relative lack of traffic was typical of the time, not like the present-day insanity!

Regards,  
Peter Verras





# PROJECT DORIS

## Part 1

Going back a few years ago, while at the Kings school day, Sue & I spotted a Doretti, we were immediately smitten with car & ever since then have always wanted to have one in the garage. After chasing numerous leads & a number of false start where we very very nearly managed to secure a car, I resigned myself to the fact that we would never ever own a Doretti.

Enter Paul & Warren McEwan, the Doretti experts, who knew that we were after a Doretti. They had come across someone at the 2018 Nationals in SA who might want to sell their car. This proved to be a bit more difficult as the owner was very keen to keep this particular car in the family after over 40 years of ownership. After over 3 months of negotiations he finally agreed to let the car go, car purchased, sight unseen. Finally, in February 2018 we made the long trip down to Adelaide to pick up Doris, a very original & mostly untouched, shapely 1954 model Swallow Doretti.



We were well aware that while the car was complete & was running, it was in need of some TLC, this suited us as we were looking for a project. The bonus being that we could restore the car back to the way we wanted rather than purchasing an already restored car which we may or may not like the colour or the way that it was done. As such, we made the decision to do a complete restoration on the car, the obvious choice to do the job was Darryl from Classic Restorations given that he had already worked on 2 Doretti's before. We had already contacted Darryl to see when he could start on the restoration. We were told it would be a few months before he could make a start on the project. However, a few days before we picked up the car we received a call from him saying a job had fallen through and a gap had opened up so if we wanted to, he could start the job the moment the car arrived in Sydney. To say we were excited would be an understatement.

We picked up the car on a Friday, arrived back home in Goulburn on a Sunday with Doris in tow, on the Monday I took her for a quick run around the block to see how she was running. Everything worked, a bit rough yes but if you wanted to, a bit of TLC and a few minor tweaks and she would have kept going, you wouldn't drive across the Nullarbor in her but good for a short Sunday drive. None the less, decision made, we wanted to do a complete body of resto as the car warranted it. The goal was to restore her back to the condition she was in when she rolled out the factory. Tuesday morning Doris was delivered to the workshop in Sydney where she would spend the next year getting tinkered with. Darryl was very enthusiastic about this project & by Thursday morning we were getting photos of the car completely stripped down. Once dismantled we were able to assess what needed to be done & the scope of the project.

When we initially purchased the car, we were aware that there were some rust issues that were visible but nothing that seemed to be problematic, however once stripped down it appeared that there was a bit more rust than initially thought. Like all projects you never know what you got till you strip it & sand blast it. None the less, all fixable but the anticipated 1 year project would perhaps take a bit longer.

Piece by piece, panel by panel, Darryl started to cut, weld, repair & spray with primer ready for the first coat of paint to the point that we had to start making a decision on paint colour. We wanted to stay as original as possible with the car both with the colour & with the mechanicals, so of white with a burgundy coloured interior was the choice, however it was the choice of white that took a bit of time, many colour samples later we spotted a BMW 635 M6, the colour, Chamonix white, a sort of old English white. Amazingly both Sue



& I agreed, this was the colour. A few panels sprayed in the chosen colour proved Chamonix white to be the right choice.

With the body bits mostly repaired & ready for a final coat, attention was turned to the chassis. Firstly, the chassis complete with mechanicals was taken to Terry Goodall on the South coast to strip all the components of the chassis, Terry was tasked with the job of restoring all the mechanical bits. This was a bigger job then first anticipated. The first problem being that Doris's chassis was encased in around 60 odd years of grease, dust & grime all of which had to scrapped of. None the less this was done & all the bits were stripped of until we were left with a bare chassis which was delivered back to Darryl for restoration.

Glen Coutinho

## **TRIUMPHS AT PHILLIP ISLAND CLASSIC MOTORSPORT WEEKEND**

Thanks Bill Revill



David Orchard at speed!



# TR3B 60 YEARS OLD IN 2022.

## Why a TR3B Register??

TR3B, Commission number TCF 1255 L is my pride. The car has been imported from California into the Netherlands in 1990 and was in typical California condition; no rust but paint and plastics burnt away by the sun.

When dismantling the car I found a receipt of the Upland High School 1978 Year Book. The receipt was in the name of a Lois Saunders. This High School is in the Los Angeles area, so I assume that the car has been in that area and was still driving in 1978, 16 years old. BMIHT information confirms the car was shipped to California. The car must have been off the road for some time as the upholstery had disintegrated and there was dust and debris in the car. The cylinder head was cracked and crankshaft broken. No chrome parts, no hinges etc. But rust free. Bolts came off with ease. And since new only one, a quick (golden), respray. The original black paint underneath was still quite good.

TCF1255L(O) has been completely rebuilt and is on the road since 1995. I think it was the first TR3B in the Netherlands. After a while more TR3Bs appeared at meetings and I started to wonder how many would still be around of this rarest of sidescreen cars.

So I started asking around, asking TRA and VTR in the States, the TR Register UK, other TR Registers in Europe and elsewhere and I followed up on Hemmings and eBay and other web sales. Also on a personal level, people that I have met that provide information, pictures or leads. This all has gone into my database, the TR3B Register. Per February 2020 I have gathered information on about 560 TR3Bs that still exist, be it on the road or in some form of rebuild.

By following information on these cars one can notice something unusual. Example: on eBay there was an "original" Florida 3B (green) for sale. A few months later, the same car (identical commission number) was offered for sale as an "original" car from Texas, but now the colour was red.

The first series have commission numbers starting with TSF 1 L to TSF 530 L. The last 29 chassis were used for the production of Italia's, so 501 TR3Bs built with TSF commission number. TCF series has 2804 commission numbers. I have read 2801 numbers were used, so 2801 were built. That would make 3302 TR3Bs have been built. The TSF body numbers continued in the TCF series, so TCF 1 could have 531/TSF as body number. Engines had their own TSF (2-liter) and TCF (2.2 liter) numbers.

**Matching numbers;** the commission number of a TCF car is about 530 lower than the (TSF) body number, the engine number is also about 530 lower than the body number and could be the same as the commission number. In principle it would have been possible for Triumph to provide each car with an engine number identical to the commission number, but the database shows that of 560 cars on file less than 5 have an identical commission and engine number. A few are close, but these few match. Therefore this must be a coincidence.

**The earliest cars** that I know of are TSF13L and TSF 15L, both were delivered in Signal Red. The last one on my file is TCF 2802 L. I have never seen or heard about TCF 2804 L. Maybe it is still somewhere? I'd like to hear about it.

So I assume in total 3302 TR3Bs were produced.

Exported all to the USA, but 39 were delivered in the UK through the Home Delivery Export Scheme of Triumph. You bought and paid for the car in the US, but picked it up at the factory or at the London sales office and toured with a group through Europe. All the cars had a now very rare badge to identify their participation. The text on it was TRIUMPH, Sports Owner Association, Rally of Europe. There is a nice film on eBay about this.

Of these 39, 10 are in the TR3B database, so about 25% still exist which is significant more than the remaining TSF series 12.2% and TCF series, 14.2%. Of all TR3Bs produced the percentage on file is 14%. Roughly 1 out of 7 that were produced is now on file.

About 10% of the TR3Bs were delivered with overdrive; this applies as well to the Home Delivery Export Scheme cars.

In the TR3B Register of all TR3Bs - that still exist or have appeared on the web -, 530 cars are registered with commission numbers. On 30 cars some information is available without commission number. Information wanted for the database for the TR3B register is next to the commission number, the body number, the engine number. Also location of the car, original colour scheme and current colour scheme and the date of production, (as stated on the BMIHT trace).

### **Where are they now?**

The vast majority in the database resides in the USA, 330 of about 560 registered. (\*of a few cars the country of residence is known, but not the commission number, so a few cars could be double counted)

Where have they gone? :

USA	333	AUS	9	ARG	2	CAN	8	NZL	1	UAE	1	BEN	1
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In Europe the distribution is as follows:

GBR	45	NED	40	ITA	17	DEU	19	FRA	22	BEL	9	NOR	7
DEN	7	SWE	4	ESP	11	PRT	2	AUT	2	SWI	2	GRC	1

### **Original colour schemes:**

#### **Body**

It is confusing as some owners claim an original colour that was never available for TR3Bs, such as Royal Blue, Salvador Blue or Winchester Blue. Or Pearl White, or Old English White. (Bill Piggott; Original TR2/3/3A). Other sources claim BRG and Silverstone Grey as original as well.

Putting these together with the colours that were available, 35% was delivered in Signal Red, 28% in Spa White, almost 20% in Powder Blue and 14% in Black. About 3% has a car that was claimed to be originally Green or BRG.

### **Information on Upholstery**

This information is even more rare. From the limited information it seems that most Signal Red cars had black upholstery (80%). Black cars had red upholstery (60%) and 40% had black upholstery. No account has been taken of piping in a different colour.

### **Do some series of the cars have a higher survival rate?**

On average 17 cars per range of 100 are in the database. TCF 1-100 and TCF 1901-2000 have each more than 22 cars registered. That is the best. TCF 901-1000 has only 11 and TCF 2301-2400 has 13 cars registered

All ranges of 100 in the TSF series have between 12 and 18 entries. Maybe less popular because of the 2 liter engine? I don't think the engine size would affect the survival rate. Also the range between TCF 901 – 1200 is with 11 cars below the average of 17 cars per 100.

So far my conclusions.

If you have any questions you can mail me at the address below.

If you own or know of a TR3B and would like to register this car in the database, please send a mail to [tr3bregister@gmail.com](mailto:tr3bregister@gmail.com) with the information on the car and you will receive a certificate of registration in the database, ready to be framed.

**Feb. 2020**

© **Gert van de Klashorst, TR3B Registrar**  
**TR Club Holland**



# VICTORIAN REPORT

## Past Events

**Wednesday 5<sup>th</sup> February 2020 – Drive to Ballarat to present a cheque to the Fiona Elsey Cancer Research Centre** – Five cars made the journey from Melbourne to present a cheque for \$1570 to the Fiona Elsey Cancer Research Centre being the proceeds of the Ballarat Concours raffle. We were given a guided tour of the research laboratory which was very impressive. This establishment survives on donations from the local community with an annual budget in excess of \$2 million. This is very impressive from a rural community.

After the presentation we met with some local TR members who had helped us out with the Concours and we all had lunch together.



## **Sunday 9<sup>th</sup> February –TTCV**

**Drive Your Triumph Day to the Anglesea Hotel** - I was unable to attend this event but I am told it was a great success with over 50 Triumph cars and over 100 people in attendance. Thanks to the TTCV for organising the annual event.

**Sunday 16<sup>th</sup> February – Ballan Great Vintage Rally** – It was a warm summer's day in Melbourne but the weather in Ballan (near Ballarat) was cold with misty rain and light fog. However that did not hamper the locals or us enjoying the stationary engine displays, sheep shearing, tractor pulls and a good display of Triumph cars (Triumph was the marque of the day) and other historic vehicles. Real country style eats were in the coffee pavilion and hamburgers with salad were the go for lunch. The tractor pulls were a great spectacle. The tractor had to pull a sled, where a 30 ton water tank over dual back wheels moved towards the front of the sled during the 100 metre pull, thereby increasing the weight on the sled. The course was dirt which after a few pulls quickly turned to mud. It was a pity that Mike, Trish, Robyn and I were the only TR Register members there but the consolation was that I got the award for best Triumph on the day. I now have a trophy with a TRactor on it.



## **Sunday 23<sup>rd</sup> February - RACV British and**

**Euro Show** – It was another great display of historic vehicles with probably over 1000 in attendance on a beautiful summer's day. There was a good display of Sidescreens and plenty of MGs at their annual Concours.

## **Wednesday 4<sup>th</sup> to Saturday 14<sup>th</sup> March – Flinders Ranges and Broken Hill Triumph Tour –**

Six cars from Victoria (John, Leonie, Mike, Trish, Frank, Ann, Peter, Hugh, Robyn and I) and two from SA commenced this TT. Not long into the trip we experienced some rain and when a B Double heading in the opposite direction flew passed us it pulled the passenger side soft top from its fixture and bent the stiffening rod on Mikes TR4. This meant that Mike and Trish travelled for the rest of the day with no roof. That truck also blew out the front light plastic part of Hugh's passenger's sidescreen. Fortunately the stitching at the front of the sidescreen held and some tape and rubber hose improvised. Unbeknown to me, my back hardtop window must have been dislodged a bit by the same truck as a few days later, when Noel was taking us up a badly rutted road to a lookout he knew of, the window fell out onto the back seat. Fortunately Dean had some string and with the help of John and Frank and some tape, the window was reinserted when we got to Wilpena Pound.

On the second day out on the road from Lascelles to Burra, Mike's car decided to drop all of its oil. The consensus between the mechanics was a head gasket, so a tow truck was organised and Mike had a hire car for the rest of the trip. As it turned out it looks like the sump gasket blew allowing the oil to escape. Compression tests reveal equal pressures in each cylinder.

We met the SA contingent (Rob, Rosemary, Dean and Rosie) at Burra on our second day out however Rob and Rosemary had to return home the next morning as Rob was feeling unwell. To our great delight Noel, Cindy and Ivan joined us at Burra for Friday night.

We had a rest day at Burra for some local sight-seeing and then on to Wilpena Pound for three nights. At Wilpena Pound we did a 4X4 tour with an aboriginal guide to some of the gorges where we saw amongst other things rock fossils estimated to be 3.5 billion years old. That's just 1 billion years after our planet was formed. We also had a light plane flight over Wilpena Pound and surrounds and pre-dinner drinks and nibbles watching the sun go down from a nearby hill top. All were extraordinary experiences. These experiences were too much for Peter who was feeling poorly on the morning of our departure, so he was hastily ferried to Hawker Hospital by Dean and Rosie. He recovered with a night in hospital and caught up with us in Broken Hill.

We did the usual art galleries, Silverton and the Flying Doctor in Broken Hill but the special event was a visit to Bruce Lord's private collection of cars. These were mainly American Pontiacs, Packard's etc as his dad and grandfather had the car dealership in Broken Hill from the early 1900's. But also secreted in there was a TR2 numbered in the 900's. Frank was in his element as he is restoring a TR2 numbered in the 700's and wanted some detail on what was original with these early cars particularly the tail lights. Thanks Bruce for opening up that amazing collection.

Day 9 of the trip was from Broken Hill to Mildura. It wasn't Peter's day. A few hours out of Broken Hill he did a top radiator hose but managed to recognise the overheating in time. It was lucky we had a spare hose so we were soon on the road again. Hugh also had a bit more trouble his passenger sidescreen, but a quick walk up the road found the metal strip and with a bit more rubber hose and tape that was overcome.

Day 10 and it was homeward bound. Just a couple of dust storms to get through. The real work started when we got home. Degrease the engine bay, under the car, clean the spoked wheels, wash and vacuum, change the oil. Just on 2500km at 32mpg. Not bad for a 60 year old car.

Our special thanks go to John and Leonie for the organisation, the attention to detail and all the great places we stopped at along the route. And of course to our travelling companions, thanks for your friendship, we enjoyed it so much. GREAT STUFF

### **Future Events**

Due to recent events, social distancing and COVID -19 we have decided to cancel all future events until further notice. Please look after yourselves, bunker down and we will hopefully see you all at the other end.

Happy TRing  
Gary Waite

Photo taken approximately 3km north of Burra on the Barrier Highway in South Australia.

Known as the 'Midnight Oil House', this cottage has become one of Australia's most photographed ruins.

The cottage, located on 'Cobb and Co Corner' rose to fame on the 1987 album cover of Midnight Oil's 'Diesel and Dust'.

Victorian Travellers going on to Wilpena Pound in the Flinders Rangers.  
Noel Schmidt





## NSW REPORT

Some of the cars who participated on the run on 1/3/20 .



There were 9 cars in total. You can't see them all as spectators kept getting in the way to admire the cars.

We met at the monthly gathering at St. Ives showground. The convoy went to Palm Beach ( where this picture was taken ), the back via the beaches to Bayview Golf Club where we had lunch on the terrace overlooking the course. It was decided that golf clubs do not fit well in the side screens, especially if there is a passenger.

The final leg for the day saw us cruiseback to Terrey Hills via McCarrs Creek Road.

Unfortunately, this could be the last run for a while as we sit out the Coronavirus.

Cheers,

Andrew Ross

NSW State Coordinator

0412 274 635

## SAPPHIRE COAST CHAPTER

Well everything has settled down after the fires, the 10 inches (250mm for younger readers) of rain recorded in the local area was very well received and it's great to see the Bega Valley looking green again.

Several members participated in the Arts to Ocean TT in western Victoria which was shortened due to the virus restrictions. This was a superbly organised event and was thoroughly enjoyed by all who took part. There were many highlights and of course the usual restriction of "what happens on tour stays on tour" does not allow me to elaborate here but let's just say that there were some very interesting ideas for calendar photos suggested.

As far as I am aware there were no major issues with the cars, Cherryle and I travelled nearly 1,800 miles with an average fuel consumption of 28.2 MPG and Walter (our TR3) used 1 litre of oil for the run.



Due to the restrictions the usual Wednesday Coffee, Craft and Cars gatherings are cancelled until further notice as has the planned run to the Narooma Oyster Festival.

Looks like the enforced stay at home will see cars and gardens getting plenty of attention.

Bob Watters

Cars at Lake Fyans near Stawell on the TT, on a cool and sometimes rainy day

No 108 April/May2020

## CANBERRA REPORT

Hi Everyone.

What extraordinary times we are going through. It means that we will not be able to live life as we have known it for quite some time which will obviously have a profound effect on our ability to socialise with Register members.

We have just returned from the Silo Art Tour of country Victoria which was organised by Tony and Lesley Xerri which saw 15 couples attend. It was a great time and the silo art is just amazing. It is beyond my non-existent artistic flair to comprehend how such wonderful works of art can be done on that scale. The old concrete grain silos are huge and the final works are in exact proportion. The portraits are so lifelike. Amazing.

We managed to visit all of the silos on our program in the first five days of the scheduled ten day tour but, unfortunately, whilst in Port Fairy the growing extent of the Coronavirus became more evident and we all heeded the warnings and made our separate ways home whilst we could. It was a shame we could not finish it all but there will be other opportunities. A big thank you to Tony and Lesley for a well organised and fun time.



### Coming events

Unfortunately we will not be able to arrange any events in the current circumstances. Our Xmas in July will not go ahead and we will not have any breakfast gatherings until further notice.

I hope all members and their families stay safe and get through this pandemic. Take care.

Peter McEwan

ACT Coordinator

## INTERNATIONAL DRIVE YOUR TRIUMPH DAY. FEBRUARY 10<sup>TH</sup>.

The run on this day celebrates Sir John Blacks birthday, the man who re-established the Triumph car manufacturing after WW2. Our roll up for the Triumph Car Club of the ACT for this Monday run was, Graeme and Jo Corbett GT6, Mike Ford TR3a, Allan Caldwell Stag, Jack and Jenny Gault TR3a. Also along in moderns, Jan Tink, Chris Doble, Dianne Wade and Frank Marshall. So, six out of ten register members.



Soon after our start we stopped near some drought affected paddocks for the car photo to send to the web site

[Driveyourtriumphday@gmail.com](mailto:Driveyourtriumphday@gmail.com), where all photos from around the world are posted. As a bonus we had several inquisitive (and hungry) sheep wander over to photo bomb us, and, add to the Australian background.

We then continued along to Norton road, the overnight rain had obviously started some new grass growth, as there were many Kangaroos along the road edge, luckily most seemed traffic aware.

Our trip concluded with a light lunch and long chat at The Big Green Cup

café in Bungendore. Overall a good day and as I had fitted the hardtop, of course, no rain at all.

Cheers, Jack.





## TASMANIA REPORT

Two months on from my last dispatch and the world is a very different place with the impacts of the COVID 19 on the worlds population. For many the impacts are profound and not to be able run around in a sportscar is of little consequence.

Cancellations of various events has meant less to write about. The Devonport Motor Show for which I had entered the Peerless was scheduled for Sunday 22<sup>nd</sup> March but was cancelled a week out with well over 500 cars entered and an expected crowd of over 5000. Unfortunately it was the second cancellation in three years.

The Targa Tasmania 2020 event scheduled for Monday 27<sup>th</sup> April to Saturday 2<sup>nd</sup> May has also been cancelled. We have also seen the last of the Rochester TR3A "Rusty" competing as officialdom has decreed that the car is no longer eligible to compete in Targa competition.

### Deloraine Street Car Show – Sunday 16<sup>th</sup> February 2020

This was the fifth show run by the Van Diemens Street Rod Club and assisted by local volunteers from various bodies. This event is fast becoming one of the go to car shows on the Tasmanian calendar. With an opening time of 10.00 am I arrived at 9.00am in the TR3A to find that the majority of cars were already in place. Centred on the main street of the town, the hilly and windy Emu Bay Road and on the nearby Meander riverbank parklands this is very much a community based event. One of its main aims is to provide a fillip to local shops, most of which open on the day, before a slow down in trading as the cooler months set in, as well as supporting some local charities or services. On the day there were close to 540 vehicles on show, all pre 1988 , which attracted a crowd estimated at 6000 to 8000 people.



Some seven decades of motoring were represented covering a wide range of Australian made, American Muscle and classic British models plus other. There were a few examples of our era sportscars, Austin-Healey, MG and Sunbeam and Triumph. There were plenty of street rods and chopped tops abounded. There were quite a few F series Ford utes and pickups most of which had been modified. Triumph numbers were up on last year with 8 cars present, these being a Mk 1 2000, Mk 2 2500, 2 Spitfire Mk 3, Spitfire Mk 4, TR3A and 2 Stag.

The show is well supported by local businesses in terms of sponsorship and there are some national sponsors on board as well. Shannons arranged for Jim Richards to be in attendance. The concluding event was an owners only raffle draw with thousands of dollars of prizes. The major prize and first to be drawn was a new box trailer from a local manufacturer. Last draw was for an old style AMPOL fuel bowser internally fitted with shelves. In between was probably a couple of dozen more good quality prizes including tools, cleaning and polishing products and display items.

### Longford Motorama – Friday 6<sup>th</sup> to Sunday 8<sup>th</sup> March 2020

The Longford Motorama held over the March long weekend was the third iteration of an event to celebrate the era of motor racing at Longford 1953 to 1968 and hosting the Australian Grand Prix in 1959 and 1965. The main display was held on the Village Green while at the Town Hall there was a display of some 30 motor bikes and two simulators operating with one based on the old Longford circuit while in the church grounds opposite there were car club displays. At the main site the principal feature was the pop up museum under a



large marquee which featured Rob Knott's collection of race cars and memorabilia associated with the Longford meeting. The display also featured replicas of the year by year panels of the Longford races that Rob originally created for the Country Club Hotel. Two of the notable race cars on display were the Anderson Special ( Salmson Ford Special) built in Hobart in 1948 and later acquired and raced by Jock Walkem. The other significant racer was the Mick Watt Ford Anglia Special which was built in 1954 and had a most successful competition record across race, sprint and hill climb. On the ground there was a number of group displays including some MGs with competition history, some early model Holdens, Fords including Mustang, Falcon, Cortina and Anglia. Quite a few cars are recreations of cars that raced in the past completed in the same livery. A couple of more prestigious cars present included a Bristol 405 and a Rolls – Royce Silver Cloud Flying Spur. In the nearby Memorial Hall on display was a complete collection , framed, of Australian Grand Prix programs from 1928 which has only been displayed once previously.

This event was organized by local enthusiasts who were hoping for an attendance in the order of 5000 people. It was being well patronized in the time that I was there and I hope that it continues into the future. Organisers are hoping to add a speed event to the program in the future.

### Another event attended was the **38 th Evandale Village Fair and National Penny Farthing Championships** held on Saturday 22<sup>nd</sup> February 2020 .

No Triumphs apart from a Herald with a car club display but it did attract 4 TR Register members. Michael Sullivan was competing in his 38<sup>th</sup> event and is the only rider to do so. He was joined by George Row who ventured down from Brisbane with Anita for his second appearance at Evandale . Michael and George competed against each other in the Shaw Contracting National Veterans (Over70) Championship in which Michael finished 3<sup>rd</sup> and George a little further back. Amongst the spectators were Stephen and Ginetta Rochester and David Pearce. Michael also took the recently restored Kombi around the block in the Parade.



Following Evandale the Peerless GT got a good workout with a 292 mile return trip to Dunalley to catch up with some southern Triumph Owners members taking Sunday lunch at the Bangor Vineyard. Amongst the 17 attendees I caught up with Martin and Daphne Osborn in the TR3A and Stephen and Ginetta Rochester in the TR3B. A Spitfire 4, TR4 and two TR6 made up the rest of the Triumphs. The Peerless got there and back but I was concerned about an occasional and irregular miss or flutter, yet to be resolved plus another pinhole radiator leak for which I am starting to think another radiator.

In conclusion I would like to acknowledge the passing of our late Secretary, Mark Stuckey following a long and valiant battle. Very much a TR enthusiast and a loyal and faithful servant to the Register. I found Mark to be very supportive during preparations for the Tasmania Concours in 2017. About 20 years prior to that Mark spent a short period of time working in Launceston for the local Nissan dealer. Good company he is missed by all.

Till the next time stay safe and well.  
David Pearce  
Tasmanian Co-ordinator.

## QUEENSLAND REPORT

**All activity on hold apart from Stanthorpe National Meeting which HAS NOT been cancelled at this stage.**

**Peter**



# THE GREAT WESTERN VICTORIAN ART AND OCEAN TT

Bob Watters sent me a text, "Where are you?", Bendigo I replied. He said "well you better put your foot down, everyone is half pissed!" And so the TT began.... We were only 5 kms out of our starting point, Kerang, and arrived to cheers, whistles and applause. It was so good to be back as a tour leader, lots of work, but so much fun.

I gave the lecture at dinner: fuel up in the evening, if I say we leave at 9:10, we leave at 9:10. I also threw down the op shop challenge – buy an outfit from the op shop during the trip to wear to High Tea at Port Fairy on Sunday.

And we left at 9:10 – to The Spanner Man. A garden of bigger than lifesize sculptures made entirely of spanners – John, a remarkable man who contracted polio as a child. When we went a couple of years ago there were 6 people in our group, this time 30 in our group and another 30 from a caravan club.

On to Warracknabeal, found a lovely pub with great food, sitting on the balcony on a glorious night... (Needless to say we went back the next night.) We had to choose a 36 degree day for the northern part of the silo art trail, didn't we? Lucky I found a little gem of a pub in Patchewollock for lunch, yes, with airconditioning! The Ferguson's TR6 did not make it to the pub, but made it back to Warracknabeal for a new battery. The Brown's TR decided to go out in sympathy and ended up with a new battery that evening too!

Off to the southern Silo Art trail and a visit to the Woods Museum – we were to be their last group. It seems everything was starting to shut down.

On to Halls Gap, the Princess received a new fuel filter in a supermarket carpark on the way, which did not solve the fuel starvation, so a roadside fuel pump repair was required. No problems after that! Free day in the Grampians and everyone did many and varied things which we all chatted about at drinkies that night.

On to Port Fairy and the jewel in my life. The Adams had a slow tyre leak and managed to get fixed along the way. Checked into our Motel and headed to Xerri House and Garage for a cuppa – no bickies, we are hoarding! Degustation dinner tonight – with coronavirus restrictions our dinner was moved 3 times.

By now it was apparent that there was some concern in the group surrounding border closures and the like. 3 cars left us on Sunday morning, 2 more around lunch time. We still managed to get in the High Tea and to keep our spirits up, the Op Shop challenge was incredibly awesome!

Because the High Tea was prepaid and non-refundable we were given a huge box of food we did not know what to do with. While we were in the car park watching the kerfuffle going on



down the road – (it appeared that to avoid the corrugations in the road, the Goodall's decided to drive on the grass verge.... They ran aground! With some clever thinking by other drivers managed to get their car back on all 4 wheels), Tony and I looked at each other and decided to take the food back into the restaurant and ask them to take the food to the Port Fairy Nursing Home – I'm sure they all enjoyed a wonderful afternoon tea!

Upon our return to the motel we heard the news of the ban on non-essential travel. Well, that meant the Xerri's would not be leaving Port Fairy, and apart from that the tour could not continue. All were to head for home in the morning.

Although we were unable to finish our TT, we had a wonderful time, what a great bunch of people to travel with! Everyone home safe, until next time....

Lesley Xerri

(in the words of Claire Brohan –

“Wake me up when on Christmas Eve or when the virus is over”)



No Australian had ever competed in the TOUR De FRANCE, so in 1958 David McKay and co-driver David Lewin jumped at the chance to drive a works Triumph with “Australie” painted across the front apron and boot lid.

Despite slithering off the road on the final day with an untimely and serious brake problem, McKay heaped much praise on his TR3A.



## **SOUTH AUSTRALIAN 2020 ALL BRITISH DAY**

In a perfect 29degrees Celsius day the little town of Echunga nestled in the glorious Adelaide Hills played host to the South Australian 2020 All British Day.

With over 900 veteran, vintage, classic and contemporary British made vehicles on display, the organisers did a tremendous job. The event ran like clockwork. It's quite a feat to Marshal that large amount of vehicles in a timely manner. We all know Pommy cars don't like sitting still on a warmish day.

From the latest McLaren to a Ransom tractor, the display was enormous covering the two cricket ovals & spilling onto the outer edges.

I entered my 1960  
Triumph  
TR3A & Regency  
Red convertible V12  
E-Type Jaguar with  
Triumph Sports  
Owners Association  
of SA (TSOA).

Just after lunch a  
very official looking  
guy tapped me on  
the shoulder & asked  
if I was the owner of  
the Red Triumph with  
white wall tyres.

'Congratulations' he  
said "you have just  
won best vehicle of  
the show". I gave him  
a beer & followed him  
in my little Triumph.



He was incredible, parting the crowd like Moses parting the water. When I arrived at the podium I thanked him for voting for my car. He said, "I had nothing to do with it. Shannon's did the choosing". Jokingly I grabbed his half drunken & now warmish beer & said "Where's the Shannon's tent".

Cindy & I we're presented with the trophy by radio presenter & mad car enthusiast Jeremy Cordeaux.

I'd like to thank the TSOA SA organisers & especially Ian Rigby & Arrand Ellery for their help.

Noel & Cindy Schmidt

