

SIDESCREEN

**JOURNAL OF THE TR REGISTER
AUSTRALIA**

NO. 109 JUNE/JULY 2020



TR Register Australia Events

National

1st June—The Register parts operation will open from Monday 1st June. All orders will be despatched as usual. No member visits or parts pickups.

16th June— Annual General Meeting

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

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

TRIUMPH CHALLENGE 2020

Greetings everyone and welcome to the 1st missive of the upcoming All Triumph Challenge 2020. Well to be honest the TSOA competition sub committee knows we may be flying in the face of the troubles of our times but planning has been and will continue to be ongoing for Winton August 30th 2020. TSOA need and want to press on with the planning for this years event and we hope that you will bear with us and enjoy these information messages.

Keith Pace pacehome@bigpond.net.au has taken on the director role of the upcoming 2020 ATC and has already put a lot of time and effort into planning. Thanks Keith and we look forward to more information over the next few weeks and months

If you know someone who'd like to be included in this list then drop Keith or myself the contacts details. Also if you'd like not to know at all I'll delete your contact no problems. Couple of clips to remind you what we enjoyed in 2018 and 2019.

2019 <https://www.youtube.com/watch?v=YrLn8XO4PKY&t=67s>

2019 <https://www.youtube.com/watch?v=d1ppxLFzREU&t=31s>

2018 <https://www.youtube.com/watch?v=-pzXkEnXl1s&t=152s>

2018 <https://www.youtube.com/watch?v=DuVC7RuluE0>

Regards and best wishes
Kippy

Cheers all,

This has been a great event for the last few years and deserves support from every person who has even the slightest trace of Triumph blood in them!! I'll be there, faithfully coming last again (I might even put some decent tyres on it this time!) but who cares - the 'event' is what we come for!! It's been a hoot the last couple of years! All you can do is drive up Saturday, meet a swag of Triumph mates, enjoy dinner + beers + beers and an excellent Saturday dinner, then enjoy Benalla night life (It doesn't take long), then crank up on Sunday and have a run around Winton as best you can. Then enjoy the drive home to wherever, or head off for a tour through the wine country over a few days. How good is that!! C'mon NSW, SA and QLD, come along and enjoy it!! This is our own Goodwood Revival with Triumphs as the stars!!

Bill Revill

TR Register Ireland club members are delighted to introduce you to their club's new website:

www.trregisterireland.ie

Front Cover: Fred at Elizabeth Quay Perth (Photo: Ron Pease)

Back Cover: Committee meeting on Zoom (Photo: Terry Hicks)

PRESIDENT'S MESSAGE

I said that towards the end of May we would revisit the decision to stop Register activities due to Coronavirus lockdowns. It is now the end of May and the Prime Minister has left it to State Premiers to ease restrictions as they see fit. State coordinators have been asked to restart our activities in accordance with the rules prevailing in their locations so we should be getting out a lot more. Even if it is winter!

The Stanthorpe Nationals were looking increasingly likely to go ahead and then I saw the Queensland Premier has said they might not open the border until September. To allow adequate planning time we will need to make a final decision early July. As said last Sidescreen, please keep the booking and registrations coming in to the organisers so they can continue planning. If it must be cancelled, hopefully not, we will arrange refunds at the time. The Committee has decided that if Stanthorpe is cancelled this year the Nationals will be held there next year.

The updated Constitution will be voted on next month at an SGM to be held with the AGM. We didn't ask for members submissions on the Constitution as it would have been too big a workload to manage a large number of often conflicting inputs. The updated version was agreed by the entire Committee representing all members and it will be a vote to either accept or not accept it.

State based Conditional Registration needs a bit of fine tuning with respect to which states members need to complete the form and how we manage non sidescreen cars. It is clearly primarily a NSW issue. The form promulgated in the last Sidescreen included other states as we thought there was benefit in the Register maintaining records for all cars on conditional registration schemes. This is desirable but not a requirement. The Committee has agreed that only NSW members need to complete the form concerning the cars eligibility. Members in other states may complete the form which will add to the Register's data on our cars. NSW members wishing to Conditionally register their non TRs through the Register can continue to do so with an independent confirmation of the cars eligibility.

I greatly enjoy working with Register members old and new. Unfortunately, interactions with Register members have been light on the ground in recent months but there have been a few notable ones.

Ben Feller, who bought the late Mike Murray's TR3A, has joined the Register and is giving the car the TLC it needs. The car is a very nicely restored example which needed 'finishing' of some mechanical issues to be 100%. It should be on the road shortly.

Sam Beaumont has advised me that sadly she has had to sell her late father, Jan Pearce's, TR2. It has gone to Mark Brownbill and will be heading to the NSW north coast. Sam gave the Register a glowing recommendation and I have emailed Mark to congratulate him on buying an early TR and to invite him to join the Register.

Wilf Hardy's son Malcolm has taken custody of Wilf's TR2. Wilf and I have been mates since the 70s when we were both at the Naval Air Station and I knew Malcolm when he was a young teenager on P plates. Malcolm dropped into my place to say hello and it made me feel my age catching up 40 years later. Malcolm lives in Sydney but has the TR2 at his place in southern NSW. Tim Watcyn-Jones called in to pick up some bits Mal Munro had left with me. His TR3A is undergoing a major engine, clutch and gearbox rebuild and will hopefully be back on the road in a few months.

Two Committee members have decided to not nominate for the next Committee. John Pike has been on the Committee for longer than I care to remember and is a past President. Since I joined the Committee I have often relied on Pikey's considered and sage advice. I regret but understand that John is stepping down for personal reasons. I am sure he will continue to be a source of wisdom for me and others who ask for his advice.

After the request last year for state coordinators to join the Committee Gary Waite was the first to come step up. Gary has been an asset to the Register as Victoria state coordinator and as a Committee member he made a very valuable contribution in a number of areas. Unfortunately for

the club he has decided to reduce his Register workload and will step down from the Committee.

Rob Bradford, the Vice President for the last couple of years, is stepping down from the VP position for health reasons. Rob has renominated for a Committee position, which I greatly appreciate.

David Ferguson has been a very significant contributor to the management of the Register since he joined the Committee last year and has nominated to take over from Rob as Vice President.

David Pearce, Tasmanian state coordinator and Life Member, volunteered for the Committee last year but at the time we had no vacancies. Once I knew we would have vacancies this time around I asked David if he would nominate again. Having more state coordinators on the Committee was raised in the member survey and I am incredibly pleased that David has nominated. I think it will add value to the Committee's work to have a representative from a smaller state.

My request in the past two Sidescreens for members to consider nominating for the Committee did not attract any new nominations. I am aware that some members did not know that all Committee positions are declared vacant at each AGM and any Full member can nominate for any position. If there are two nominations for designated positions, or more nominations than spots available, a ballot open to all Full members is conducted via the various voting options. Members have told me and other Committee members that we need turnover in the Committee and younger members on the Committee. I agree this would be a good thing but it won't happen if members don't nominate.

If the updated constitution is approved, Associate members will also be able to nominate for State Coordinator, Membership, Editor and Regalia roles. If these positions are filled by Associate members they will report to the Committee but, as Associate members do not have voting rights, will not be Committee members.

All the best from Sue and I. We hope to start catching up again soon.
Stay safe and sane and get the TR warmed up.

John

MEMBERSHIP REPORT

Hi Folks,

I have received nearly 100 Membership Renewals which are due end of June, the cards have been printed following a slight hiccup and will be sent out before end of May. Remember it is especially important if you have the car on club plates, so renew now, 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. I cross checked with Lesley following the release of the Members Directory and she had several members information newer than I had!!

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 320 members, ten ahead of this time last year.
One new member:-QLD - Don Ottley from Yelarbon with a TR3A purchased in 2017.

The TR has been keeping me amused after a small accident and the repairs including replacing both fibreglass rear wings with metal ones after 40 years!!

I have been sorting out a few other minor issues, I even polished it the other day.

May be ready for Concours if this lockdown goes on long enough.

Tony

Email :- knowlson@optusnet.com.au

ANNUAL GENERAL MEETING AND SPECIAL GENERAL MEETING

As everyone is aware the AGM will be held on Tuesday 16th June.

Due to the current restrictions keeping clubs closed and the limits to numbers of people able to meet it has been decided not to postpone the meeting but to proceed using Zoom meeting software.

This process worked well last year and is being used by the committee regularly as well as many other groups in the community including schools.

The software is free to download and is fairly straightforward to use, most members of the committee are able to assist however for expert advice it is probably best to ask one of your grandchildren.

As there are no contested positions for the committee no voting is required and all nominees will be declared elected.

In conjunction with the AGM a Special General Meeting is being held to vote on the acceptance of the revised constitution. A copy of the revised constitution has been sent to every member as well as information on how to vote.

Members are encouraged to vote on this important facet of the club's administration.

Votes must be received by the Returning Officer, Brian Richards, by 5 p.m. on Friday 12th June.

The simplest way to vote if you haven't done so already is via email including your name and membership number with a simple YES or NO to accept or reject the revised constitution. Voting is only available to financial members of the TR Register Australia Inc.

Brian's email is brian.richards4@bigpond.com

Votes will be able to be cast at the meeting however members are encouraged to vote in advance of the meeting to avoid any possible problems on the night.

The meeting will commence at 7.30 p.m. on Tuesday 16th June 2020 with the Special General Meeting followed immediately after by the Annual General Meeting.

This meeting is different to a normal Zoom meeting in that everyone needs to register in advance to join this meeting.

An email with the link to register will be sent to all members with email one week before the meeting so that everyone has time to register.

After registering, you will receive a confirmation email containing information about joining the meeting.

If anyone has any questions please contact me on 0408 502 350 or bobtr3@gmail.com

Bob Watters
Acting Secretary

An error has been found in the revised Constitution distributed with the last Sidescreen that appears to limit full membership only to owners of sidescreen TRs or derivatives. Some words and parts of words have been struck through by mistake.

The correct Full Membership clause as approved by the Committee is:

"Full Membership shall be available to a person who owns, has owned or intends to purchase a Triumph TR or derivative vehicle as prescribed in the Objectives of the Register."

EDITOR'S REPORT 2020

I gather that we have now been preparing Sidescreen for some ten years, without any conflict between us or with anyone else for that matter. I continue with policy and content and Jenny is in charge of production. This has been greatly assisted by Kerrie from Bookworks who is a total whizz, jumping in when there's a problem and sorting it all.

We seem to continue to produce about 300 or so magazines running about 28 pages. We do receive other magazines that run up to about 50 pages but then again about 20 are advertising. This brings me to mention production cost. I gather that about \$35 p.a. is spent having the magazine printed. It also goes out as a PDF but only about 3% decline the printed copy as per last year so it is a successful option. Some people do see the cost as a consideration which it shouldn't be. We feel that the content is continually increasing and improving. I used to prepare articles to ensure content but happily I rarely call upon them nowadays. The one about the Dali Lama's long lost long door TR2 has sat here for years.

Thank you to those who contribute. Some do on a regular basis, particularly the state organisers. We would appreciate it if the regular contributors advise us if they have nothing when due.

We believe that the magazine is well received. People tend to complain long before they congratulate. We have had a couple of irrelevant complaints and a few congratulations. One came from a successful writer. I have been meaning to have it framed.

Of late there has been a great move to distribute magazines around the world, greatly promoted by Corona Virus. We have had indications that Sidescreen has found its way across Europe. At the same time I am receiving from places like Ireland, Holland & Belgium. The latter are difficult to read but the pictures are excellent.

That's it for 2020. Hopefully we will get back to the cars ASAP.

Best wishes, Terry (& Jenny) Hicks.

HISTORIAN ANNUAL REPORT 2019-2020

This year has been another very quiet one from a historical perspective. Requests for Birth Certificates have been virtually non-existent, not really surprising as most of our members have already availed themselves of this service. We currently have in excess of 250 copies of the certificates on our database. Nevertheless, I am sure there will be a continuing demand for this service, as more cars are discovered tucked away in sheds and the new owners seek to find out the history of their TRs. A couple of members have been assisted by putting them in touch with the British Motor Industry Heritage Trust to access details not held on the records we obtain through Mike Ellis.

The arrangements we have with Mike in the UK have worked smoothly, and we retain a credit balance against three future orders for certificates. The current cost to members of \$40 is still considered appropriate despite the substantial change in exchange rates with the British pound.

From an archive perspective there has been little added to the physical holding. The electronic archive has also had a quiet year, although I can remind members that all newsletters up until the name was changed to "Sidescreen" have been digitised. Unfortunately, the newsletters are not on a relational data base, meaning that they can't be searched by keywords. This might be a project for the future, although I have to say that there have been no requests to date for any of the electronic copies.

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

After more than 20 years on the Committee it's time for me to hang up my hat and retire to the backbench. I would like to take this opportunity to thank all members for their contributions during my time as the Historian, and hope they will give the incoming Historian a similar level of cooperation and friendship. My best wishes for now and for the future go to all of you.

John Pike

Register Historian

REGALIA REPORT 16.6.19 - 15.6.20

1. Income Sales pre 2019 Concours \$ 173.29
 Sales on day at 2019 Concours \$ 2050.00
 Sales since 2019 Concours \$ 247.90
2. Expenses Postage/Expenses on sales \$ 72.80
 (Paid by members on delivery of their order)
3. The usual stocktake of regalia was completed after the concours with assistance from Alan and Cherylin, and a copy of current stock sent to the Treasurer.
4. As a result of the stocktake, an order will be placed with Fifty8george, Bathurst, prior to the 2020 Concours, to replace sales of popular lines and to meet current orders and new product lines.
5. I believe that regalia specific to the Queensland Concours is currently being chosen by the Queensland Concours Committee and when approved by the National Committee, will be ordered and made available for purchase by members prior to the 2020 Concours.
6. Thank you to Russell, Kerrie and the committee for your continued support to me as your regalia officer. If I am nominated to the position for 2020/21 I would be happy to continue serving in this position for the Register.

Kind Regards
Chris

WEBMANAGER REPORT 2020

"There has been over a dozen contributions from members plus advertisements to the website during the last 6 weeks of the Covid19 period.

Perhaps the most useful were the suggestions and links members have provided for interesting videos.

In April the Gnool Blas *video* provided by Alan Mitchell was the most viewed video (161) and the most viewed page was *For Sale* (1,433). I couldn't find any stats on the Longford Video but perhaps that was because there was no accompanying photo to spur viewers interest? I will put a photo with it now to see if that spurs some interest.

There were 5,432 visits to the site in the full month of April and about 4.5 thousand for each of Jan, Feb, Mar.

The most common country of origin was Australia with over 100 thousand in April, then USA (14,744). Strangely the 3rd place was filled by Romania?

There are a lot of hidden gems within the pages of the website and members should be encouraged to do a little seeking. Try wandering through the info revealed by clicking through the material under ARCHIVES; HISTORICAL; SUPPLIERS & TECHNICAL from the front page."

Rick Fletcher - Webmaster

CONCOURS JUDGES NEEDED.

On the assumption that the Queensland Concours will go ahead, we will need both experienced and new judges in Stanthorpe so if you are interested please contact me. Hopefully the weather in Stanthorpe will be better than Ballarat. The judged classes are: Originality, Excellence in Presentation, Road, and Derivative, if you have a preference please let me know.

This is your chance to get a close look at some of the best sidescreen TR's in Australia and improve your knowledge of the breed. The job is not onerous and guidance from experienced judges is available.

If you are interested please contact me at peter_standen@bigpond.com or 0438413140 or Paul Bingham at p_r_bingham@hotmail.com or 0419 740717.

Thanks, Peter Standen.

No 109 June/July 2020

CONDITIONAL REGISTRATION UPDATE

Following feedback from State Coordinators it was decided at the May committee meeting that **the Declaration Form that was sent with the April edition of Sidescreen only needs to apply for New South Wales.** The details of how and why the form is to be used were set out in an article in the April Sidescreen.

The form is being amended to reflect **it is only for NSW use** and to make it clear that the member must sign the form. Andrew Ross (NSW Coordinator) is taking over as the administrator of the conditional registration scheme in NSW from John Pike who is retiring from this role and the committee. All questions should be directed to Andrew whose contact details are in Sidescreen.

The new requirements take effect from 1st July 2020.

Members with cars other than TRs which are conditionally registered through the club are reminded that a motion was passed by the committee at the April meeting and is reprinted below for those members who may be affected and missed it the first time.

“Further discussion followed on questions directed to Russell from various members.

Are all vehicles owned by members that are eligible for historic conditional registration able to be registered through the club.

An involved discussion followed with advice that the club currently has many non-Triumph makes and models registered through the club. There is no desire to change this arrangement however it is imperative that all vehicles registered through the club comply with the relevant legislative requirements for the historic conditional scheme.

It appears that this is mainly an issue in New South Wales.

A motion was put that in New South Wales non TR or Derivative vehicles owned by financial members wanting to be registered under the historic conditional registration scheme through the TR Register Australia must provide independent written advice from an appropriate body i.e. marque car club or expert that the car meets the requirements of the legislation. “

As previously advised New South Wales members with questions should direct them to Andrew Ross, members outside NSW can contact David Ferguson, Russell Holliday or Peter Clarke (all contact details in Sidescreen) for assistance.

Andrew Ross

2021 CALENDAR

Well the article calling for photos for the 2021 calendar did not provoke the hoped for avalanche with only 3 responses. All with great photos but unfortunately not enough for a 12 month calendar. 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 30th June, photos selected will earn the member who submitted them a free calendar.

Photos to be emailed to bobtr3@gmail.com or any questions to Bob Watters 0408 502 350





Moss Motors, Ltd. British Sports Car Collection

It is easier to color your TR3 before you cut it out. Felt tip markers or color pencils work great.

Triumph TR3

The TR3 "small mouth" grill denoted a major change from the TR2's empty grill cavity. Spanning three model specifications between 1955 and 1962, 13377 TR3s, 58309 TR3As and 3334 TR3Bs were produced.

Carefully cut out the car with an X-Acto knife or scissors.

After cutting out car, fold down tabs, then roll over front and rear body panels, gluing or taping tabs inside to hold body curvature.

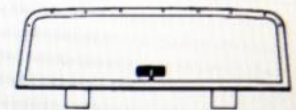
Tip: Make long folds using a ruler for a straight-edge.



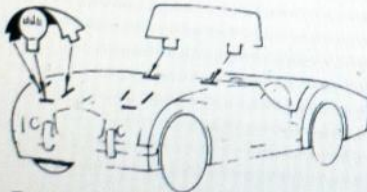
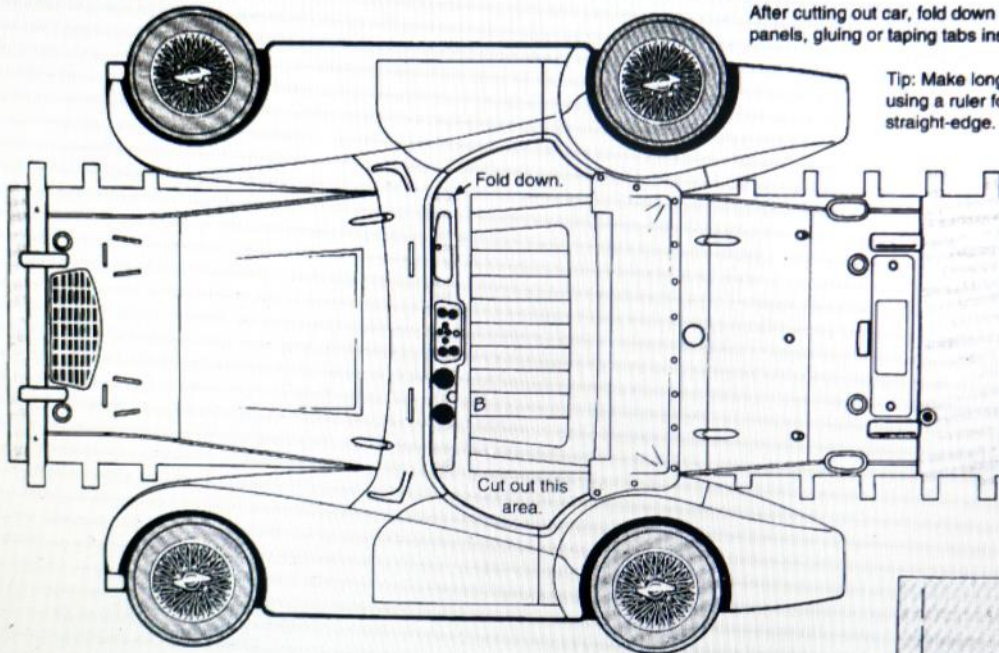
Cut out steering wheel (inside too) and glue in place.



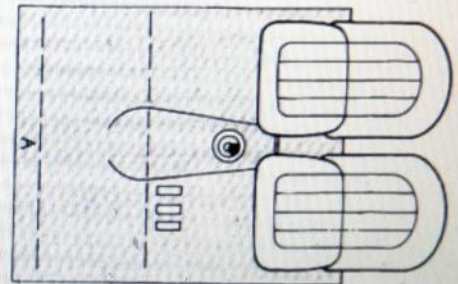
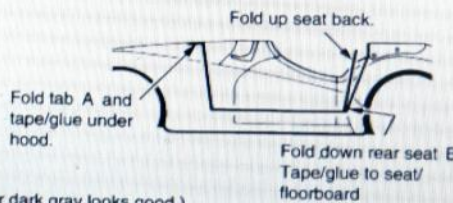
Fold headlight nacelle as shown and position in slots in hood.



Locate windshield in slots on cowl.



Tape completed model to cardboard base. (Black or dark gray looks good.)



© Copyright 1992 Moss Motors, Ltd. 800-235-6954

Thanks to Paul Bingham

THAT'S A FOLD

I have just completed a TR3 build that my wife was happy to indulge! The entire build took place in our house; capital outlay was minimal to say the least. And while the shedding of some blood was involved no sweating was needed.

It has no oil leaks, and may in fact soak up oil!

Our esteemed web master suggested the activity to help balance my sanity at this time of isolation. This may be questionable (certainly by my wife and family), but it certainly took more time than I thought possible.

I present my new left hand drive TR3 ex Moss Motors USA.

Let's see what others can produce.

Cheers, Jack Gault

ps. I am not sure if this qualifies for the Members other cars listing on the web page!



SPARE PARTS NEWS!

The Register parts operation will open from Monday 1st June. All orders will be despatched as usual. No member visits or parts pickups.
Our UK shipment has arrived and is being processed.

Need to replace your crankshaft and cure that rear engine oil leak?

We now have 21 members successfully running with our tractor crankshafts which have been available since 2007. It is important to note that these are tractor crankshafts and sold for road use only (not for racing).

Original TR crankshafts were a forging, these crankshafts are cast alloy steel, as used in many US V8 engines.

Like most modern crankshafts, they are not cross drilled. Cross drilling is debatable as we have seen crankshafts cracked at the weakened area of the cross drilling.

Other considerations are improvements in engine oils during the past 65 years and the change from copper lead bearings to aluminum bearings some years ago.

These crankshafts utilize a smooth rear sealing surface in lieu of the TR treaded scroll surface, allowing use of a standard lip type oil seal.

A major advantage is the ability to replace the split type lip seal from below without removal of the engine or gearbox.

T8650

This is a tractor crankshaft for road use (not for racing)



**T2242
Lip Type Seal**
(For tractor crank only)


**T8650
Tractor Crankshaft**



FITTING INSTRUCTIONS

Engine block has recess to accomodate this seal which was standard equipment On early Standard engines.
Seal is fed into the recess in the engine block.
Seal was retained by a pair of flat metal plates

TO MAKE THESE PLATES

Cut the protrusion off your → 
old oil slinger plates as shown here.
Ensure remaining flat surface is smooth.
This facilitates feeding in a replacement seal

Replacement seals easily fitted from below with gearbox in place by removing sump and bearing cap.

DORIS PART 2

With the chassis back at classic restorations in Darryl's very capable hands the job of sand blasting, cleaning & repairing the chassis commenced. Once again to quote Forest Gump, restoration is like a box of chocolate, you never know what your going to get.....at least not until you scrape of 60 odd years of grease & grime, sand blast the chassis & then start going O S**t, this is worse than I thought.....but all fixable.

Darryl started to work his magic, cutting out the bad bit & fabricating some new bits the worst being the section the steering box bolted to, this section had to be cut out & repaired. There were a number of other areas that while appearing ok, sand blasting had rendered them a little bit thinner & therefore weaker, then before. In one area when drilling into the box section Darryl noticed a bit of rust, curiosity aroused he cut the top of the section to reveal water had entered this section leaving behind a whole lot of rust flakes. The section was duly cut out & as you could not purchase that size of box section anymore we had to purchase a new section of a different size, cut & modify it to fit the existing section. This was the case with a lot of the bits on the car, rusty or thinning bits had to be cut out, new section cut,



welded & formed to fit the car.

Simple things like the transmission tunnel, once cleaned up & sandblasted appeared to be extremely thin, the problem being that once the handbrake was attached to the tunnel, the constant pulling of the lever would have eventually pulled through the mounts. In the interest of seeking perfection a new transmission tunnel was fabricated & the handbrake mounting reinforced. The work involved in cutting & fabricating was truly a work of art & a joy to see it all come together



While all this was going on, Terry Goodall was busy compiling a large list of bits & pieces that needed purchasing to do the restoration on all the mechanical bits. Ray Kasparian from Bare & co became very familiar with my credit card details as the very extensive list of engine, gearbox & suspension bits were compiled & filled by the TR registers excellent parts supply. I have to say a big thank you to Ray who provided a lot of help & some excellent service, all at very reasonable prices.

While some of the parts were easily purchased some bits were a little bit harder to come by. While we wanted to keep the car as original as possible, we also wanted to keep it safe & driveable. The first

concession was to ditch the front drum brakes & get disc brakes. As luck would have it there was someone in Victoria selling a disc conversion for a TR in Victoria. Deal done it was just a matter of logistics to get the bits delivered. Someone managed to pick it up & get it to Albury, Sue & I drove the short 4 hour drive to Albury & picked it up from there.



The other concession was the Gear box, while we were weighing up replacing the original with a overdrive unit from a TR4, Terry removed the gearbox from the car & discovered a huge crack in the bell housing, decision made easy, we happened to have an old TR4 gearbox with overdrive sitting in the garage that we had acquired many many years ago with the purchase of another car & was

never going to be used. Even better once the gearbox was stripped & inspected it was in very good condition & required minimal work to get it restored.

The bigger problem was the diff, once removed from the car & stripped down it became apparent that it was pretty much stuffed. We decided instead of trying to repair the original we should replace it with a TR4 unit which had the benefit of having a slightly wider track, however finding someone who wanted to sell a complete unit proved to be a tad difficult. After many phone calls & false starts Mal Munroe came through with a suitable unit that we could use.

In the meantime parts were being chased up from all over the place, bits from the US, wiring loom from the UK, now this one is a surprise, this place in the UK makes brand new wiring looms for old cars that look just like the original right down to the colour of the wires, you can also specify some more modern amendments like allowances for mobile phone chargers, Radiator coolers & the like. I have to say when it arrived by post it looked most impressive.



By this time the engine block had been stripped & was ready to be sent of to an engine re-conditioner along with the cylinder head to be cleaned, overhauled & readied for all the new bits, this job was entrusted to an engine rebuilder in Goulburn.

All the interior bits like seats etc were picked up & taken to the upholsterer in Goulburn, with the colour picked, a dark burgundy, it was down to picking the type of leather, colour of carpet & the trim colours on the seats, our choice on this was an old English white the same colour that would be used on a leather lacing that adorns the top of the door on the Doretti.



With Summer & Christmas fast approaching it was soon becoming apparent, that the delays in finding a suitable diff & the extensive repairs required on the chassis were taking a lot longer than anticipated, our time line to complete the restoration was starting to blow out a little bit but half the fun is in the problem solving, the anticipation & the waiting, at the end of the day this will a project well worth waiting for.

Glen Coutinho



CRANKS PART 5

TOUCHE!!!! I must defer to Andrew Gibson as the paramount expert on broken TR crankshafts. I would like to say that I have broken 3 crankshafts to qualify for the top gong but alas I cannot as I have never broken a crankshaft.

In 1975 when I bought my first TR3a it had only 3 pistons and liners left as No3 had disintegrated taking the liner and block with it....the gudgeon pin was cut in half so there was extreme forces at work and the crank was destroyed.....but not by me.

Not one mile from me was a wrecker who in his great wisdom had cut in half a reasonably good TR3a as no one could afford \$200. for the car.....but he sold me a complete engine for \$70. and that was fitted to the car that I used in competition.

The harmonics if the camshaft were resolved prior to production commencing as was the lengthening of the four inside head studs due to gasket failure in testinglarger size and longer studs and an increase in the diameter of the first half of the camshaft solved these details but those engineers had no idea that someone one day would be looking for 200bhp. A completely new camshaft design would be required as the original would always fail at the change in size as it rotates a lot quicker. Back to the subject in hand.

Once again I am no expert on TR camshafts as I have never broken one. I am a little worried now as it seems that to become an expert on any thing TR that you have to break it several timeswouldn't you learn from your mistakes????

Andrew, the main straight at Philip Island is a magnificent sight and it would be very tempting to open her up but at 7001 rpmoops.....what did your engine builder say?

I can remember a TR blow up that I saw in weekend motor racing at Eastern Creek and it was not pretty and I presume that it was Wes Dayton.....lots of oil smoke and it looked real expensive but it happened at a relatively slow part of the track so the driver was unhurt.

I can see why a 10 inch harmonic balancer would be needed as a TR fan would disintegrate at 8000 rpm.....would not like to be the guy standing over a fan at that speed trying to get the timing light to work. This is like having a flywheel at each end.

The key to using your TR for pleasure and competition is to keep it as uncomplicated as possible, balance the engine, slightly better profile camshaft and fit a Triumph 2000, 6 bladed metal fan on the front of the crankshaft extension with the dampening grommets in place and to assist the fan in its cooling job the thermostat that Rob Bradford researched.....this makes a real difference in managing cooling in all circumstances. You will sleep well and you can drive to and from competition meetings.

The cost to update your engine to this level is relatively affordable considering the benefits obtained, however, if you want to chase the big horsepower you will need deep pockets.....\$4000 crank....\$1200 harmonic balancer.....plus plus plus, and the extras of machining, is the water pump good enough, how about the oil pump and it goes on and on.

Just for interest sake I will tell you from 1975 to 1985 roughly what I spent that sort of money on.....1 X MGA , 1 x TR3a, 1 x Buchanan TR, 1 x Jaguar XK140 Coupe , 1 x 1/3 share in an Allard Palm Beach , 1 x TR 4 , 1 x TR3 , and there were others that I forget but I should not forget the Sunbeam Tiger that fitted in there somewhere.

Those of you who have never seen the 'TR testicle' I attach a photo and an image of the camshaft that was used in my competition car....note the change in diameter, I would like to show you an image of a broken crankshaft but I cannot as I have never broken one!!!!

When Geoff and I raced our cars we realised that there many cars that we would never beat and the greatest satisfaction was to get the best out of ourselves and our cars and always put safety first and be able to drive home.

Cheers
Bob Fast



RETROSPECTIVE

An interview with John Hinton

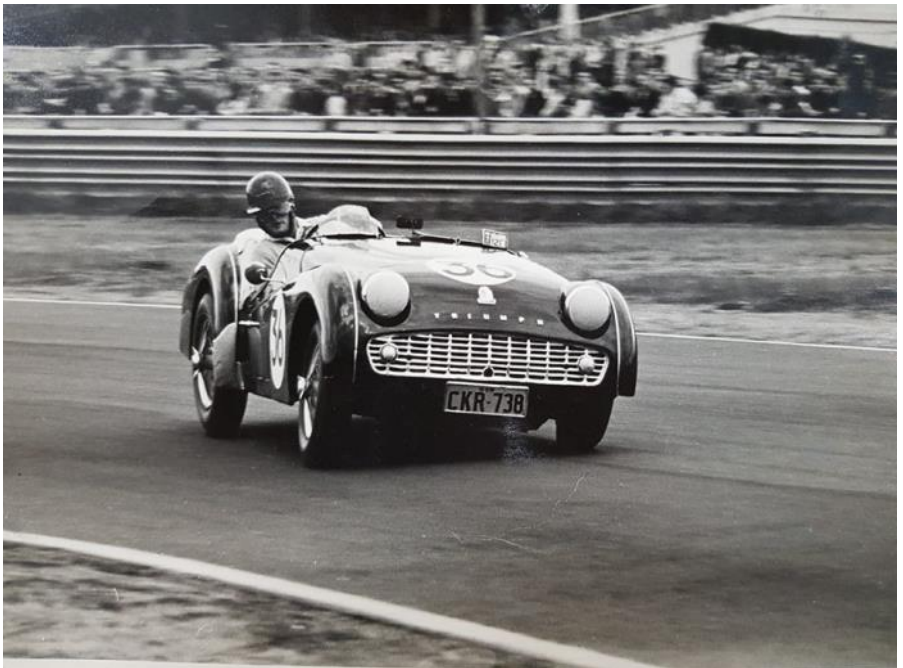
by Neil Tribe

John, you have an interest in both motor bikes and sports cars. Which came first?

Cars, I took up motor bikes in retirement. My uncle had an Austin A90 Atlantic, the sporty one with three headlights. Next he got a 100/4 Austin Healey. Meanwhile my dad had a '53 Ford Custom. My first car, when I got my licence, was a '48 Ford Anglia which people today would laugh at but I later got a Mk 1 Zephyr Six. That was better. I never rode in a sports car, not even the Healey, until I got the TR.

Once I got my licence I was travelling from Bowral to Wollongong going to tech where I was learning panel beating and also going to the wrestling matches they had down there. I learnt to handle a car driving up and down Macquarie Pass. There was always

someone wanting to race but if I saw the other car have a lose, I'd pull out and let them go.



How old were you when you decided to order a TR and how did a boy from Bowral manage the buying experience back in 1960?

Well I was born in March '42 and ordered the TR in 1960. I collected it from William Street in Sydney two days before Christmas. It was powder blue with a blue interior and I worked weekends and nights, did NRMA callouts and had panel beating as my day job, just to afford it. Drove it straight home via Razorback and Picton and it was beautiful to drive. A mate came with me and another bloke because we actually picked up two TRs, mine and a green one for Ross Whiting in Moss Vale. Mine was a basic car, no overdrive, no wire wheels as that was the most I could afford because of the credit squeeze. I quickly found out how sensitive the TR was on the throttle. Just after we picked up the two cars I was following the other car near the end of George Street in Sydney when I spun mine on a corner. My mate said, just go around again!

There are photographs of you competing at Warwick Farm in 1962 and 1963 in what looks like a standard TR3a. What did a day at the track involve?

Well by then I had wire wheels and had changed it to black being a panel beater and all. I liked black and it looked great. I repainted everything, under the bonnet, boot, the lot. My first race was actually at Hume Weir early '62. After that race we pulled it down and I got the motor balanced, put in a McGee cam and port and polished the head. That was after shaving some metal off to raise the compression. We did the P&P ourselves and made it really shiny and smooth. Can't remember what it revved to as I never looked at the gauges, just changed up by sound. I knew Lance Hill here in Bowral, he was Lorraine Hill's brother and she raced a Doretta. Anyway, another time I went to Hume Weir when Alan Moffitt was racing his TR. I had a good day probably better than him. Later, a couple of his boys came over asking what I had done to the car. They wouldn't believe that was all I had changed.

The thing was, the way I drove the TR, I had to watch my tyre wear. I only ever did three laps at practice and never worried about getting a good time. I knew little about racing, almost nothing; I just watched what others did. You soon learn. At Warwick Farm there would be two races, Hume Weir four or five and the field was a butcher's picnic of different cars. I'd take it easy in practice and hammer it in the race. Geoff Sykes, the race director at Warwick Farm, chastised me a couple of times. On right turns I would put one hand out the door and clutch the under sill and steer with the other. He didn't like that!

You were christened “Hard Driving John Hinton” by one motoring scribe because of your press-on style. What did Stirling Moss have to say about this?

Can't remember if it was Warwick Farm AGP in '62 or '63 but Stirling Moss came looking for me. He had one of his Aussie open wheeler friends with him who I think came from Taree. He actually came three times but didn't find me until the third sortie. He commented on my driving and said, you'd give them a good run in the UK. Not a possibility for me really but I was star struck by the occasion. On the '63 program for Warwick Farm there was an Austin Healey on pole. I was well back but managed to finish second just behind him. That was good. It was 58 years ago so I don't remember much. Coming from a country town I didn't know people. Someone from the TSOA came over to me and offered to make me an honorary member but nothing came of it.

I was a member of the Berrima District Auto Club and one night a speed cop from somewhere up the train line towards Sydney turned up to the meeting asking for John Hinton. Turned out he wanted to try his FJ Holden out against the TR in a drag. We went to a straight bit of road and the fellas waved us off. I leapt ahead and he gave up, turned around and left. Never saw him again.

Tell us your best racing moment in the TR?

Nothing stands out, I loved it all. Although when I think about it, meeting and talking to my hero, Stirling Moss, was the best. They were great days, anyone could have a go. We struggled to afford it. My good mates Franz Mairinger and Leo Vinckx worked on my car every meeting. They would pull things down before each race to keep the car perfect. Leo worked at Wilkies Tyre Service and got me tyres. Without them I couldn't have done it. No question.

And your worst?

It was at Warwick Farm in '62. After practice the scrutineers had to check cars for oil leaks. It was a new rule. I had just come in, it was a 104 degree day and a lot hotter on the track. I opened the bonnet, had a look and the next second it blew boiling water out the radiator overflow. My left shoe was filled with scalding water. The ambulance bloke saw it happen and rushed over, took the shoe off, the skin was peeling back, then bandaged it up. The next day I raced with a thong on the injured foot. I slit the bandage apart between the toes to get the thong on. I had a shoe on the other foot and somehow I still had a good race!

What other competition cars have you owned?

Yeah, I got a Milano around 1974. It had a red Holden motor out of a speedway car and it was very potent. I raced it first at Oran Park on the long circuit. In practice, oil splashed out from somewhere and I ended up having to start last. It's a long straight and by the first corner I was bumping the bum of the bloke who was coming second. Then the same oil issue arose at Amaroo and again at Surfers Paradise. We never found out what the problem was.

There is a rumour you had a bit of a wrestling career. Can you tell us about that?

I got into wrestling mainly after racing although I always liked it. Won a few South Coast and Sydney titles. A highlight was helping at the 2000 Olympic Games with the wrestling crew. I had a few bouts with the boys during training before they went on stage including members of overseas teams. It was really good fun.

You are still looking very fit. How have you spent your years in retirement?

I like to keep fit and I still lift weights including big logs of wood in the yard but the thing I like best is my bike. I bought an ex-police 1200cc BMW with horizontally opposed cylinders. That's where I get my retirement kicks.

Footnote:

John Hinton and his TR appeared in the background of a recent photo, featuring a member's TR, on the Register website. I remembered him racing at the meeting shown and a discussion ensued on the website. Through an extraordinary series of coincidences I discovered that John Hinton was not only alive and well but lived in Bowral about 2km from where Cathy and I live. He has never been a member of any Triumph club but is an important historical TR racer, hence the interview.

The engine number of John's TR was: 80888E.

FRED AND GERTIE

I am sending some photo's of the refurbishment of our TR3A (Fred) which took me 3 months of intensive work, I found some previous owner was an artisan with fiberglass and I kept finding more surprises as I went along, such as having to make a new boot floor, remake the body mounts on each side of the spare wheel well and so it went on. What was interesting was that there was no trace of rust or previous repairs from the bulkhead onwards.

Ever since we attended the National Rally in Adelaide I had wanted to do this work as I had been collecting new chrome parts for years, these were all fitted on completion of the paintwork. The car was finished on Friday and we attended the International drive your Triumph day on the Monday, then I had a knee replacement the following Friday. I made a deal with my specialist to put the knee off for 3 weeks so I could finish the TR, he is a very understanding bloke.

Being black the bodywork had to be perfect so it took many hours of priming and sanding, having been an Aircraft coating and corrosion specialist in the RAAF for 48 years helps here. Also having previously restored numerous Triumphs and other British sports cars you gain some practical skills.

Now that Fred is finished I have started on our Triumph 2500TC that we have owned for over 30 years, we are only the second owners and have driven it all over WA and SA pulling a Camper van.

I have stripped the lower part of the car back to metal but the bonnet and roof are still original paint in good condition, it rusted out in the plenum chamber in front of the windscreen necessitating the stripping of the interior and welding in new metal, a fun job but it is so original we could not



scrap it, it has now been pumped full of fish oil in every cavity which should preserve it for years.

We look forward to driving both and have entered the TR3A in this years Bay to Birdwood if it goes ahead.

Ron Pease

PREVENTION IS ALWAYS EASIER THAN FIXING A FAILURE

There has been much discussion about lever arm shock absorbers on our TR's so I feel compelled to offer a reminder of how easy it is to get reliable performance from these critical components, and save money.

It seems to me that there are 2 reasons for poor performance or failure in these critical components. Poor design and or quality of product. The parts supplied by the Register come from a reputable supplier and we have no evidence of failure due to design or manufacture. However, there are numerous suppliers out there and there may be issues with some of them. Many of the shocks in our cars are incredibly old and even the best design has a service life.

Lack of care and maintenance of an item by the user, or inappropriate valving adjustments. DIY over shimming can and does cause catastrophic failure between the shaft and internals which is very dangerous and should be avoided at all cost. Do not do it.

In the first case it is a matter of you get what you pay for, however simple prevention will go a long way to fixing the second for probably the life of the car based on modern usage rates.

Why do lever arm Shock absorbers fail?

Well it seems from inspections and reports by well-regarded repairers, that scrap units suffer from 3 terminal conditions.

- 1/. Worn out mounting holes which makes the housing unusable
- 2/. Worn out pistons and bores, which makes the internals uneconomic to repair.
- 3/. Worn out shaft and or housing bearing surfaces which causes them to leak excessively and they become uneconomic to repair.

So HOW do we go about preventing these problems?

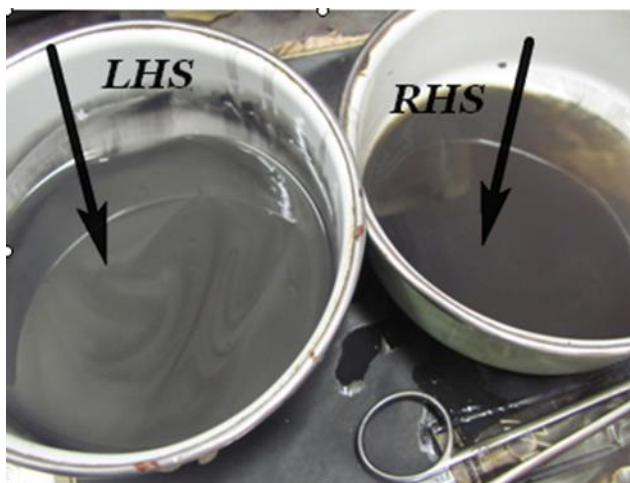
1/. Just Weld a bar onto the head of the bolt to stop it turning then Insert the bolt from the outside so it has no chance of turning and allows a washer and locknut to be easily fixed with a socket from the inside and torqued accordingly. On earlier cars where you can't get a socket in a long 9/16" spanner can be used effectively to torque the nut. Problem solved.

2/. Imagine not changing the oil in your engine, EVER? I suspect everyone will also conclude that the ability for the oil to do its job and instead become an efficient grinding past will reduce engine life to uneconomic levels, RIGHT.

Well there are 2 pistons in every shock absorber which are oscillating in a tight bore every time there is any spring movement. There is considerable energy being generated, which is converted to heat that the oil is required to deal with However, just as in an engine, all oils have a limited capacity and if that capacity is exceeded then the performance declines and the resultant "Liquid" starts to work against the components because the additives have ceased to do their job and the contaminates begin to grind

everything to bits. Voila! The pistons and bores in your shock absorbers start to wear out until? OH dear, these are stuffed! I wonder why?

3/. Well the shaft is also oscillating in its bearings many times a second, so



if it is doing so in a grinding past it might be reasonable to assume the clearances will increase and the seals will leak. Right.

So: Just change the oil when ever you can or perhaps every 10,000 MILES

Unfortunately, this means removing the shock absorbers, but it is well worth the effort.

Fork oil and hydraulic oil differs from engine or gear oils in that it has anti frothing additives.

Using a thicker oil makes the shockers stiffer, so it is easy to tune your shocks to your preference

First job, drain the oils. Simply remove the plugs and drain from both ends while moving the lever back and forth.

Black and burned is what we find. Now compare this with some fresh Fork oil.

Second, flush the system out with paraffin or hydraulic oil until there is no residue.

Third, fill the bottom and top using the same actions to get all the air out. Make sure there is no air left and then finally fill to the bottom of the plug and refit.

These simple service tasks will see your shock absorbers not only last but also give you a better ride and performance for many years to come.

Rob Bradford



COLD SEAT SOLUTION

A very simple but hopefully useful contribution:

I recently purchased some heated car seat elements to incorporate into my MX5 seats when they were being recovered.

Alas, I realised that it would not be possible to put the elements under the seat covers, while still keeping the original seam lines in the seats. The elements were also a little on the big side to fit properly.

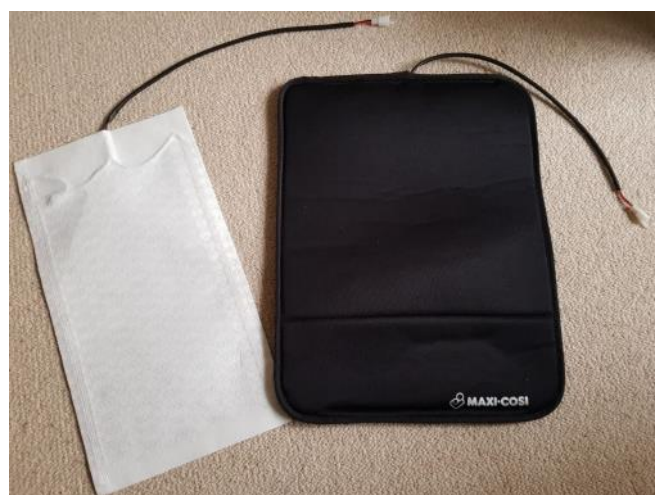
So - instead of having them permanently in the seats, I asked the mother-in-law to stitch them into some suitable fabric pockets, to create heated pads that can either be sat on or place on your lap under a blanket.

Testing in 3 deg temperatures last weekend confirmed that they keep one's derriere rather toasty, to the point that I actually turned them down a smidgin at one point.

I am not sure how many watts they draw, but certainly not enough to worry an alternator equipped car like mine. Wiring is a doddle, although I have a fused outlet box with spare spades for installing items just like this. Ebay is awash with various suppliers - the ones that I bought cost me \$65 for four pads... enough for two seat backs and two seat bases...

Photos attached of the bare element and the element sewn into the pocket.

Malcolm Glover



THAT'S A WRAP!

It happened recently that a lurid Porsche ripped past that Jenny noticed. It was a wrap. The thought entered my mind that one could wrap a TR. Save on the arduous paint job. The next thing was that "Ragtop" arrived, the magazine of the Toronto Triumph Club. Someone has actually wrapped a TR! Thanks to Terence Mc Killen (editor) and Randy Irving (writer). Due to space constraints it has been slightly reduced .Read on.,,,,,,,,

"It was in October of 2016 when I got the call. A 1976 TR6 that I had been pining over was back on the market, hmmm, what to do? The next day I was back in Guelph to pick the 'Big Mother' up. It had been about a 40-year gap between my previous TR6 ownership and I was quite excited to get started on restoring this beauty to running condition. One of the first things needed was a



new battery and alternator so that I could drive her about a mile or so to begin the real work.



Over the next six months or so, all bushings, brakes and brake lines were replaced. A new left front fender was fitted, as well as the left side rocker panel. New tires were also added, and she was ready to go; well sort of. The paint on the car was rough, and the new fender was a rattle can paint job done in my car port, so I decided that I would have the Large Format department at the company I worked for print something interesting in which to wrap the car

I had settled on a very nice Union Jack billowing in the wind, and then realized that I would have to live through far too many Austin Powers jokes to make it worthwhile. Because Google is definitely my friend, I did a search for TR6 art, and the top result was for Sports Car Art (www.sportscarart.com), a company that created beautiful see-through posters of just about every British sports car ever made. I immediately fell in love with the concept of wrapping the Six with this see-through image. The first step in my plan was to convince my employer that the wrap would be a great mobile advertising medium for our large-format wrap division that we had recently started. The second step was to pluck up the courage to call the artist, David Townsend in Vermont and try to convince him that my idea was brilliant.

When I called David, I took my time explaining the branding and promotional aspect of showing the car with his logo on the rear wing, and he listened quietly until I was done. Then there was a long pause, and I thought the next sound I would hear would be the sound of the phone being hung up.



To my relief, David explained that he had never been approached by anyone with such a hair-brained idea. But he did agree to grant me the rights to use his art, and then said, "Before you get started, I will need to draw the other sides of the car." I had not thought of the obvious problem at hand because the posters the Sports Car Art produced were only a left side view of the car.

We decided that I would take pictures of the entire car, with engine compartment and trunk pictures included, and he would draw the remaining sides of the car. This process obviously took some time for David to fit into his work schedule. In the meantime, I brought the car to the shop to let my wrap crew get their heads around the task at hand.



The final art came in very quickly, and then the burden shifted to the pre-press department to resize the art to life sized files. Before printing on the 3M vinyl, we printed paper test prints to confirm sizes and positioning on the car. It was very important for us to get the size and position as close to reality as we could. Even though we were producing an art piece, we all agreed it had to be as close to the actual car as we could make it.



The wrap took the team three days to complete. During the wrap process, a time lapse video was created to provide to Sports Car Art for use in promotion at shows and events.

https://www.facebook.com/randy.irving1/videos/vb.1143471415/10213755830507007/?type=2&video_source=user_video_tab.

The 3M vinyl used is a two-part system in that there is a gloss laminate that is applied to the print. This overlamine is a UV-resistant laminate which protects the colour print for five years on horizontal panels, and up to seven years on vertical panels. Typical removal of wrap is accomplished in a few hours using a heat gun. A good quality paint job promotes ease of removal when desired. On the TR6, the wrap was applied to a less than stellar paint job, so the removal will be more labour intensive and some damage may occur. Costs for printing and wrapping a vehicle are based on a price per square foot, plus material costs. Wraps can be a simple colour change wrap, a printed wrap or an overall clear wrap often used to protect a quality paint job. The 3M material can be purchased in bundles that include the printable vinyl and the UV protectant overlamine, or by the roll for a colour change wrap.

A small printed wrap would be priced anywhere from \$1000 to \$1500, including removal and refitting of brightwork. Compared to a decent respray, this procedure is a fantastic option.

**INCLUDED WITH THE APRIL / MAY SIDESCREEN WAS A BLUE
"HISTORIC / MODIFIED REGISTRATION DECLARATION ATTACHMENT FORM".
THIS FORM APPLIES ONLY TO NSW MEMBERS.**

CANBERRA REPORT

Nothing happening here on the TR front so no Canberra Capers this time around. We can't even drive our cars as they don't fit within the "essential travel" definition and the police have been actively enforcing the rule.

Peter Mcewan

VICTORIAN REPORT

Past Events

Even though we have been in lock down we have managed to have four zoom Chat and Catch Up meetings with interested members. These meetings are held roughly every second week and have been very successful, with an average attendance of 12 or 13 people. We have had Frank Findlow zoom in from Singapore on a couple of occasions and Frank Cleary from New Zealand has attended each meeting. Frank Cleary is at a fair disadvantage with the time difference but has managed to stay for most of the time.

These meetings are not structured but generally we will gather a few ideas and it eventuates from that. We have shown pictures from the Wilpena Pound / Broken Hill trip, a recently purchased restoration project by one of the members, had a 10 question quiz on all things TR, talked about the correct fittings on early TR2's, had some photos of Keith's current project etc and so the time goes quickly. These meetings probably average about 1.5 hours each and we plan to continue these as long as the interest is there.

Future Events

We don't have anything planned at this early stage of the lifting of restrictions. We will aim to get the coffee groups rekindled first and then when we can have more than a dozen people together we will get some runs going.

On a final note, I advise that I am stepping down as the Victorian State Coordinator at the AGM in June and will not be seeking a position on the committee. I have enjoyed my time but I think it is now time for a change. If you would like to take on this position please give me a call. I am more than happy to assist for as long as it takes.

Happy Happy TRing (soon)

Gary Waite

SAPPHIRE COAST CHAPTER

The **BIG NEWS** this month is that Stuart and Liz Baillie's TR2 restoration project has been registered. How good is that? Another Sidescreen TR rescued and ready for fun. Hearty congratulations to Stuart for persevering with the project after numerous obstacles created by previous ~~butchers~~, sorry restorers, tested his faith. Not forgetting Liz who has been there to comfort Stuart throughout the journey. The Sapphire Coast Chapter is getting stronger.

The Chapter was quick to take advantage of the easing of restrictions with several members plus a couple of members from the local car club (keeping the gathering to the allowed 10 people) enjoying a takeaway coffee and cake on restriction lifting day, Friday 15th May. It was great to get the cars out again on a beautiful sunny Autumn day and spend some time with friends. With travel restrictions to be lifted from 1st June planning is already underway for the program for the rest of the year.

Due to the restrictions the usual Wednesday Coffee, Craft and Cars gatherings have been changed to a lunchtime picnic in Tathra. Currently restrictions limit the number of participants to 10 people.

Bob Watters



TASMANIA REPORT

A brief report this time around with the usual subject matter for this issue being cancelled due to the COVID 19 restrictions.

Among the cancelled events were the Devonport Motor Show scheduled for Sunday 22nd March and Targa Tasmania from Monday 27th April to Saturday 2nd May. The 29th Targa Tasmania will now run from Monday 19th to Saturday 24th April 2021. Furthermore it has been announced that the 30th Targa Tasmania will be run earlier from Monday 8th to Saturday 13th March 2022. As the TR Tassie Tourers would remember the March weather is much more settled and predictable.

Another cancellation that has been advised well in advance is the Baskerville Historics which was scheduled for 17th to 20th September. The difficulty for interstate competitors to make early travel arrangements in an uncertain situation would have been a consideration.

Without the restrictions in place there is a fair chance that the TRs wouldn't have got much of a run during April as the state rainfall total for the month was the highest since 1960, when floods occurred in Hobart and elsewhere.

With the easing of restrictions here in May the first two TRs out of the blocks or garages were probably the green machines of John Kay and Jeff Mount who headed out into the local countryside for a run. Dropping into my place on the way home I could sense that they had been greatly invigorated by their time behind the wheel of the TR. I expect that we will be able to fit a few casual runs in the coming months. After the frosts go off we are usually left with an ideal day for a coffee run.

David Pearce
Tasmanian Co-ordinator



QUEENSLAND REPORT

Nothing to report.
Peter

NEW HOME FOR RECORD-BREAKING TR2

The British Motor Museum at Gaydon, Warwickshire, has acquired the Triumph TR2 which, in May, 1953, set new speed records for standard two-litre sports cars over the flying-start mile and kilometre on the Jabbeke highway in Belgium. Driven by the Standard Motor Company's chief test driver, Ken Richardson, the TR2 set records at two-way average speeds of 124.095 and 124.889mph respectively, and provided a huge boost to sales of the production versions and to the Triumph brand's sporting image.

In 2015 the car was bought in a dismantled and dilapidated state by Glenn Hewett of Protek Engineering who, early in its

restoration, identified the car as the remains of one of the three original TR2 prototypes and the only one to survive. Following a complete rebuild, which included returning the car to its original 'geranium' light green paintwork, the car has been bought by the British Motor Museum at a total cost of £280,000, of which £250,000 came from the National Heritage Memorial Fund. Following its unveiling to the press, the car will go on public display at Gaydon where it will join nearly 300 vehicles in the museum's British car collection, including several other important record-breakers of the past.

Peter McFadyen



Thanks to Ron Thorpe



STOP PRESS

Queensland is still all go for the Stanthorpe Concours September 11th - 13th 2020)

Also the after tour for 3 days

**We are taking the Border Wall down brick by brick and it is a long job
So we hope we will be able to get the cars through the hole but keeping
a distance from each other**

Please get your forms in.

**If we can't get the wall down by middle of July we will have to postpone
the event until 2021**

Keep safe and well. Never too Far in a TR

Regards

Paul Bingham 0419 740717

WINDSCREEN PLATES WANTED

To complete a restoration I am looking for a pair of windscreen plates for a 1960 TR3A (the plate that goes between the windscreen staunchions and the bodywork). These need to be the later screw version - not the dzus type.

If you can help contact Graham on 0451 933 081 or graham@woollard.com.au

No 109 June/July 2020