
Sidescreeen



Mural, Sheffield,
Tasmania. Photo
credit Bob Watters

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PRESIDENT'S *message*

John
McCormack

Hi all

It has been an extraordinarily quiet couple of months, except in Queensland where they have been able to get out a bit. Sydney has just opened and we have almost back-to-back runs in October - a catch up for times lost.

Members will have seen the September Committee meeting Minutes. Not a great deal to report but your Committee is a great team and I am particularly proud of the way they work together.

The Zoom general meeting we have been having prior to the Committee meeting has only been attended by the same couple of members on each occasion. It is disappointing that more members haven't taken advantage of the opportunity these sessions provide. Members can always contact any individual Committee members directly by phone or email or join in these Zoom meetings online. Please do so whenever you have something you want to raise.



Unfortunately, we had to cancel the Stanthorpe Concours yet again. The uncertainties around interstate travel were just too much to plan around, a sentiment clearly reflected by the membership with less than 20 registrations at last count.

It was further decided to give Stanthorpe a miss for next year and go with the already planned Merimbula Concours. Last year there was great expectation that there wouldn't be any problems having Stanthorpe this year and there is a risk that next year could also have interstate movement problems. Merimbula is only one border crossing for a great number of members and is only a few hours from the Victorian border. It presents an all-round less risky proposition.

Paul Bingham was greatly appreciative of the assistance he got from the Stanthorpe people and their obvious keenness to have us there. I experienced the same in my dealings with them ... maybe Stanthorpe in 2023?

I got a few phone calls from members thanking me for the list of touring spares I put in my last Sidescreen post. Hopefully they won't need them now that they have them. I am sure that if they don't, others will thank them for helping get them out of trouble by sharing them around.

I want to publicly thank Mary Bird for her 1st Sidescreen. It was a fantastic edition with a new and fresh appearance. I was delighted to see a few emails from members thanking her. Bob Watters and Terry and Jenny Hicks assisted Mary and I thank them for always being there when needed.

Another thankyou to Allan Bare for making resources available to get our new spares distribution back online. It won't be fully back to normal but spares orders will be processed as best as possible until Ray can get back to his usual efficient system.

I have located a couple of people new to TR ownership who didn't know of the Register. I have pointed them in Tony Knowlson's direction hoping they see the benefits of joining us.

There must be quite a few sidescreen owners that aren't Register members. My gut feel is maybe 200. This is supported by Bob Watters' Historian research noted in the last Committee Minutes. The two I contacted in the last month bought TR3As from dealers and didn't know about the Register but were able to find other Triumph clubs online e.g. TSOA. There might be something we can do to ensure that anybody who googles Triumphs sees our website advertised prominently. I'll investigate.

I also received some positive feedback on my comments in the last Sidescreen about our evolving club and the changes that have and will continue to take place. Those who contacted me or raised it in conversation were pleased that the club is growing and moving ahead.

PRESIDENT'S *message*

John
McCormack

Change is inevitable was one member's feedback. It is and we try to manage it as best we can.

The Sydney lockdown wasn't as onerous a burden on Sue and I as it has been for a great many who we feel for. Apart from missing family gatherings (and grandkids growing a few inches between visits) I've greatly missed Register events and contact with members. I used to have a regular stream of members dropping into my place to work on their cars or just for a catch up. The monthly catch up at Pie in the Sky and Common Ground cafes were no more.

All bad things come to an end! We have had an impromptu Pie in the Sky and Common Ground starts next week. A twilight dinner is planned for Berowra Waters at the end of the month.

Yippee!

All the very best for the rest of 2021. May it continue to improve.

John McCormack | **President TR Register Australia**

MEMBERSHIP *Report*

Tony
Knowlson

Hi Folks

We are still experiencing a good growth in new members, no doubt encouraged by free membership.

Remember to tell us if an email changes, new mobile phone number or even removal of home phone numbers, as well as any purchases of new cars etc.

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

**TR Register Australia
PO Box 457
MOUNT MARTHA VIC 3934**

Five new members have joined.

Origin	New member	Car
VIC	Adrian Jackson from Middle Park	TR3A
SA	Trevor Lindsay from Charleston	TR3A
NSW	John Hurst from Epping	Morgan
QLD	Arthur Ward from Woolloowin	TR3A
	Rita Bingham as an Associate member	

Well lockdown continues here on the Mornington Peninsula, and the novelty has completely worn off. However, with talk of us being released in November the TR will get some attention and use.

Tony Knowlson | **Membership**



Benzina, a new motoring magazine produced in Australia, was launched in April. This is not something I would normally include in my report. However, the second edition includes a feature on the TR2 now owned by member Mark Brownbill. I won't repeat the article here but it is always terrific to see a Sidescreen TR in a glossy magazine. Mark and the TR2 have been invited to the Sydney Harbour Concours d'Elegance in March 2022.

30-minute members' open forum before each committee meeting

You can find out about this publication here: <https://benzinamagazine.com/>

Members are reminded that before each committee meeting there is a 30-minute open forum for them to ask questions or put questions and suggestions to the committee. The next meeting is Tuesday 9 November. Notice will be sent to all members in advance.

Birth certificates

Birth certificates are available by contacting the Historian. It is possible in some instances to obtain a certificate without a commission number but with the 7-digit body number. This is not available for every car, but it is worth checking.

Car numbers

I have tried to provide a summary of cars in each state. However, this is not as simple as it sounds because the database holds records of every car each member now owns or has previously owned.

A typical example is my own listing of a TR2 that was sold in 2014 and my current TR3. This occurs with many members, so it is difficult to determine exact numbers.

The table below is the best available result. A new database is planned and hopefully will include the functionality to report more accurately.

	TR2	TR3	TR3A	TR3B	Doretti	Peerless	TOTAL
NSW	29	12	74	2	4		121
VIC	14	13	64	1	1	2	95
QLD	8	7	32				47
SA	11	5	25		1		42
WA	5	3	8				16
ACT		3	5		1		9
TAS	1		9	1	1	1	13
NZ	1		1				2
TOTAL	69	43	218	4	8	3	345

It is important for members to advise the Membership Secretary and the Historian of any changes when acquiring or disposing of cars.

Bob Watters | **Secretary/Club Historian**



TREASURER'S *Report*

Tony
Xerri

This report is short and sweet! Not a lot has happened in the last few months with COVID lockdown and the inability of Ray Kasparian to fill orders for members.

However, over the past few weeks Ray has been able to get back to work and has caught up on the back log. We have banked a little over \$14,000.

On the opposite side we also have purchased parts from Moss Motors for approximately \$10,000.

The only transactions that I have been required to attend to is refunds for Stanthorpe Concours payments and Regalia. There are still a lot of members that have not provided me with their banking details so that I can refund any Stanthorpe payments due to them.

*Please give me your
banking details for
Stanthorpe refunds*

It was decided not to carry forward the payment to the following year as circumstances may change and we wish to clear these amounts before the Financial Accounts are prepared.

Thanks

Tony Xerri | **Treasurer**

Editor's *Report*

Hi everyone

Thank you to everyone who provided articles, reports and photos for this edition of *Sidescreen*. With COVID influences into every part of our lives, I am very grateful for those who have turned to their TRs for inspiration. This has resulted in some interesting content for this issue. I am sure that the servicing and other improvements to vehicles will pay off in the enjoyment outings post-lockdowns.

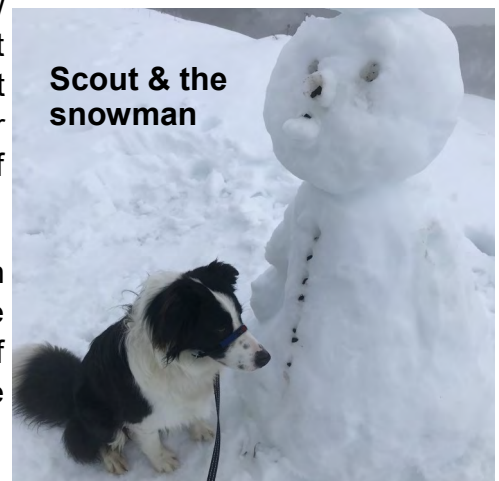
Being in regional Victoria, has meant that we have had fewer restrictions than metropolitan areas. This is evident in the club reports from across the country. Hopefully with the easing of restrictions, we will see more members reconnecting in activities and events.

Scout has been an inspiration in lockdown. From living on a 3/4 acre block, he moved to a one-bedroom apartment with little change to his demeanour. He just coped. He watched us go to work, then patiently waited for our return at lunch time or in the afternoon.

On return to his patch, it seems Scout has a new appreciation for the space available and the freedom that accompanies that. He runs everywhere - all the time! It reminds us to appreciate the little things - the latitude our lifestyle allows, an appreciation for country living and of course being able to venture from home in a TR3A!

Do you have a special lock-down project you have been working on that you would be happy to share? I am sure there are many who could be inspired by the industry of others. I look forward to hearing and sharing these stories.

Mary | **Sidescreen Editor**



HOW TO SEEK OUT *oil leaks*

Bill
Revill

We all know our old Triumphs have some continence problems when it comes to oil. Sometimes these leaks are hard to find – so often the oil runs down several areas before it gets to where it is visible – or if we go for a drive, the wind blows the oil everywhere.

To make the oil pathway more visible, we need something like a dye penetrant crack detecting system used for finding microscopic cracks in steel components. These test kits operate in three stages:

1. Cleaner
2. Dye Spraying it on the steel surface and wiping odd the excess (dye penetrates the cracks in the surface)
3. Developer Sprayed on in the form of white powder, so any dye in a crack soaks into the white powder showing the crack location

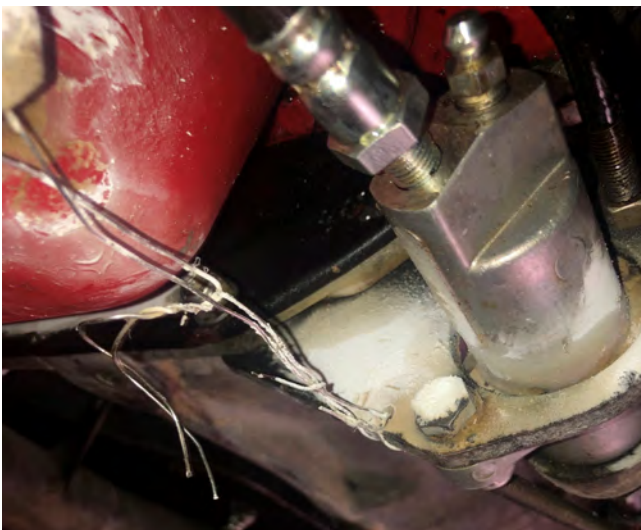


To use this technique to check for oil leaks, head for the supermarket to get some “Dry Shampoo”. This comes as an aerosol spray and is usually used as a desiccant for hair, to clean and dry the oil out when milady can’t shampoo with water.

A photo of it is shown – “Batiste” is worth about \$3 a can. This dry shampoo consists of white powder which is usually sprayed on one’s hair and brushed off.

The oil-leak test in three stages

1. ***All excess oil must be removed from the area for testing.***
I use a spray can of ‘wax and grease remover’ and vigour with a cleaning cloth. It needs to be really clean, otherwise all the powder will discolour, and the leak test will not work.
2. ***Spray the area with the dry shampoo and to fully cover it with white powder.***
Give it a few minutes to dry and harden, then start the car up, jump in and go for a drive.
3. ***Immediately on your return, put it up on the hoist or the ramps and have a look.***
The leaked oil will have flowed into the white powder and the source of the leaks are instantly visible.



Oil was leaking off the clutch slave cylinder bracket, but its source was unclear. With the powder we can see the line at the top where the oil was running across and then down to drop off the clutch cylinder bracket.



This is the diff plug, which had leaked in the past. I thought I’d fixed the leak and sure enough it was easily seen to be dry.

The white powder is easily cleaned off afterwards. It usually takes a couple of tries to get a final answer. I thought the oil filter hose union was leaking, checked it several times, only to check a wider area and find the breather in the block was leaking instead. It’s a quick and easy method to clearly show where any leaks or weeping is occurring.

FRONT SUSPENSION - *Bushes*

Irrespective of how hard you drive, inevitably the suspension bushes will need replacing. The original rubber bushes used on the inner ends of both top and bottom wishbones (according to my TR2 workshop manual) have a definite finite life!

At some stage 'metalastic' bushes were introduced for the lower inner bushes, according to some reference books (although I have not seen any). At least the rubber bushes were replaced by a steel tube and anylon bush that was a push fit into the arms, was certainly an improvement for both durability and location.

The way forward for road cars is to replace both rubber and nylon with a polyurethane bush. These have developed over the last 20 years or so and now offer a 'fit for life' solution that is both durable and silent. They have the added advantage of taking up any wear in the wishbone arms or of the upper and lower pins (assuming the steel tubes on the lower pins are replaced or are in good order).



The 'Superpro' bushes are one piece 'cotton reel' shaped bushes that will not only last a long time, they also do not require any reaming or end float adjustment. They are a tight fit with all rotational motion taken up within the bush itself.

The ones shown are as recommended by UK suppliers such as Revington but as they are Australian made it is both quicker and cheaper to order them directly from Bursons.

Fitting is best done by 'pulling' the bush into the arm with a through bolt and large washer, with a socket on the other side to allow the bush to pass through and locate. Trying to squeeze the bush in with the vice does not work!

Note: I found it easier to start off without the socket, then put it in for the last bit.



Upper and lower arms with bushes fitted.



These bushes can be used on upper and lower inboard points.

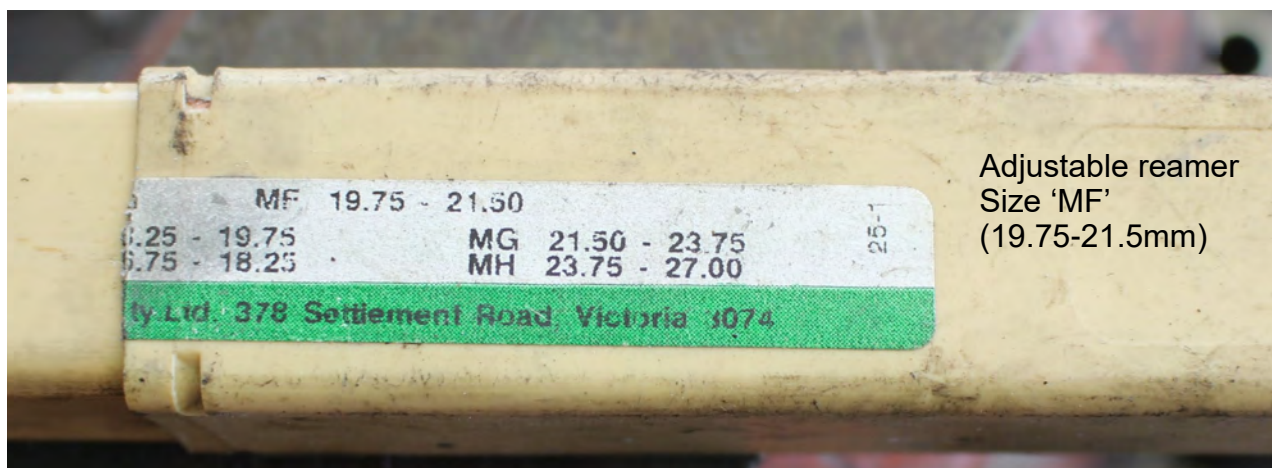


The front suspension top outer pivots are ball joints which need to be assessed for wear, the lower outer pivots rely on sintered bronze bushes fitted to the trunnions. (It is worth noting that 'Oilite' bushes are available that do not need reaming, two bushes replace the original single bush, a gap in the middle aiding the retention of grease).

For track use or for a fast road car (and for someone with time on their hands!), there are other solutions to the inner pickups offering a better location and something closer to the original intention of the Triumph Engineers at least for the lower inboard pickups. The steel tube is replaced with stainless and the nylon bush replaced with 'Nylatron', a more durable self lubricating material. The same can be done for the upper inner pickups.

The major downside is the lack of any compliance and 60 year old components means a lot of hand work to ensure free movement without loss of precision and location. I undertook to do all the inner pickups as my car is primarily a track car (and the lockdown kept on going!)

There were times when I was not sure if it was worth the hassle. My recommendation would be to do the lower pickups, if you have any aspirations of 'spirited driving'. Most of the load and location is through the lower wishbone and use polyurethane for the upper wishbones.



Adjustable reamer
Size 'MF'
(19.75-21.5mm)



Reaming the
Nylatron bushes

FRONT SUSPENSION - *Bushes*

The intent of this arrangement is that the Nylatron bush is a press fit into the wishbone arms and then 'sized' by the use of an adjustable reamer to the stainless tube. This is an iterative process considered correct when the wishbone just falls under its own weight with the tube clamped in a vice.

Once that has been achieved, the end float has to be adjusted. This should be 0.005 to 0.008" or again with the nylon thrust washers in place and a flatplate on either side should just allow the arm to fall under its own weight.

Instructions with the kits refer to either removing metal from the stainless tube if too long or removing metal from the wishbone arms. I may have been unlucky, but my tubes were short so had to remove metal from the wishbones. I gave up with a file and had them milled. All in all a tedious operation!

Note: this gets close to a 'Rose' jointed suspension in effect (which is not permitted in historic racing...).

It is satisfying to be able to move the suspension through its complete travel (no springs!) with little effort and know that there is no compliance or play in any of the pivots.

BEFORE & AFTER



Garrie Hisco's 1961 TR3A restored over four and a half years back to its original black main colour.

Instead of having another black car, he decided to join the "**Two Toners**" club. He put a dark grey stripe from wing beading to wing beading over the whole car.



This is a-typical of the post austerity colour schemes of many of the British cars of the period.

More details can be found in the Members' Gallery of the website.

STANTHORPE CLAYTON'S CONCOURSE

August 2021



From Chilly Stanthorpe frosty every morning, beautiful days, clear days, real TR driving weather, concours in the Park, dinner and presentation at the Queensland College of Wine and great food and evening with our members.

Sad we could not have all our Australian members with us enjoying the time together. Just a few photos of the event in Stanthorpe also places we visited.

More photos on the website.

TR2 SPEED MODEL - *Rebirth*

TR2 TS767-SPO - Registration No CQ4361



Following a “trust me” promise Ann agreed to add the TR to her collection. Here is the background and the start of its restoration journey.

A bit of history ...

You may recall that the third prototype TR2, MVC575 was modified for speed trials at Jebbeke in Belgium during 1953. The runs were planned for promotional purposes and achieved 124.889 mph over the measured mile in slightly modified form. A very impressive result running a two litre engine!

Standard Triumph thought there was an opportunity to sell Jabbeke replicas as the “Speed Model”. They modified TS19 for display at the 1953 Earl’s Court Motor Show in “speed” trim - complete with spats and metal tonneau. Subsequently only two Speed Model orders were received, both placed by

TR Taylor Ltd, a Dunedin Standard Triumph dealer. It is thought TS19 was exported to the USA and TS612 SPO along with TS767 SPO were dispatched to New Zealand. The SP suffix on the Commission Plate signified the speed model.

Viv Paine became aware of these two unique TR2s after Bill Piggott unearthed these builds from Triumph records and contacted the TR Register NZ Registrar Kevin Tinkler. TS 612 SPO was already on the Register record although its significance was unknown at that point.

Following collaboration with Viv, Kevin wrote two articles published in the April and September 2013 editions of Transmission, and can be found on the NZ TR Register website <https://trregister.co.nz/>

An uncertain provenance ...

The TS767 SPO was built on 2 March 1954. However, its New Zealand provenance is unknown between its delivery to Taylors until 1970 and when it was “rescued” by an enthusiast who found it in a dilapidated state at the rear of an Auckland sports caryard. He had the presence of mind to store it under cover with the intention of carrying out a restoration.

Forty-three years later he approached the Register with a view to selling the project. It was still in its dilapidated form as it clearly had been what can only be described as “raced, rallied, rolled and written-off”. There were even the remnants of a go faster racing stripe on the boot that had been repainted at least three times. The chassis was badly accident-damaged and showed extensive signs of either rally or hill climb competition use. Many parts were missing, and the tin worm had played its part particularly well. The Commission plate, body tags, an original door card and the black paint behind the rear number plate confirmed its authenticity.



The body work commences

The remnants assessed, a restoration plan prepared. The next three years were spent collecting both new and used spares before work could start. The TR Register Australia and individual members have been extremely helpful in assisting sourcing many of the parts needed. This included an early TR2 engine - which was very useful - as we didn't have one!

Air New Zealand has also been very helpful by allowing many large and heavy parts on board - many as cabin baggage - but that's for another time.

Pre-TS1000 cars are interesting as several features differ from the later models. Fortunately, the TS 612 SPO sales invoice survived along with the vehicle specification details.

We felt that we should do our best to restore the car back to its period as much as possible always relying on enthusiasts from New Zealand, overseas and Google of course.

For instance:

- very early TR2 bonnet hinges differ in size to the later cars and there is only one supplier
- early square rear taillights are a completely different unit, not available from suppliers (hen's teeth second hand and we needed two!)
- thermostat housing is unique which required we register interest in a limited production run quite some time back.



TR2 SPEED MODEL - *Rebirth*



It's been quite a learning journey

We have spent many hours on the phone tracking down overseas suppliers, studied photographs, part numbers and got thoroughly confused along the way. The TR fraternity has been very supportive in many, many ways and we have made lots of new acquaintances worldwide.

The work was entrusted to R3 Fabrications in Auckland who commenced by undertaking the extensive chassis repairs. The front section was rebuilt requiring unpicking, repairing and reassembling the turrets - an exacting undertaking.

Over the next four years no part of the bodywork has been left untouched. Where possible, original metal has been retained and repaired although when considered to be uneconomic, replacements were found. As we know replacement body panels can be a passing interpretation of the originals. I spoke to each supplier to gain assurance as to the quality and fit.

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Overall, this was time well spent. We did not strike too many problems letting in new work. I believe the car is now straighter and the gaps more consistent than when it left the factory. I don't think the painter will need to use an ounce of filler in the preparation given the extent of hammering and filing the guys have undertaken. Certainly, a very professional representation of the bodywork guy's craft. I continue to be amazed at just how they can work metal.

Finally, the bodywork is now complete. The TR is heading to the painter in January. It is to be painted and trimmed in its original colours of black with blackberry trim, tonneau and hood so it will look stunning. It's been a long journey thus far and it was only that this TR is so unique that we felt it was worth saving.



In parallel the running gear and all other componentry has been addressed by either reconditioning or refurbishing as needed in readiness for refitting.

We still need to make some headway in establishing its provenance between 1954 and 1970 as New Zealand ownership records are no longer available to the public. When we restored the GTR4A Dove the original owner could not be found, until the day it was first displayed - when he walked up and introduced himself. We are optimistic that lightning strikes twice.

As for TR612 SPO, it is in the very capable hands of Wellington-based Shane Taylor. It is next in his restoration queue. Shane has already restored a TR2 and recently fabricated and fitted a metal tonneau cover as Makau tribute car.



MERIMBULA
Concours 2022

SAVE THE DATE
13-20 October

BIRTH CERTIFICATES

Need a birth certificate for your car?
Contact Bob Watters, Secretary
(contact details page 2).

TR HEATER INSTALLATION

Heaters are a pain to install. So - don't have one - or buy a warmer coat!

Only kidding.

This exposé details Tony's experiences and by his own admission, should under no circumstances be regarded as gospel. (Although - he claims he nearly became a born-again Christian with the foul language that came out of his mouth during this process).

1. Testing for leaks

Firstly, I took the old heater out of the styrene box where it had been for 20 years. I thought testing for leaks and whether the motor worked prior to installation would be a good idea.

I enquired of our illustrious second parts person Mal Munro about the availability of a heater core if needed. **NO!** However, Moss Motors sell them for the price of a small island off the coast of Greece.

Mal did give me some words of wisdom on how to check for any leaks. Considering the water pressure in the cooling system is only about 7 pounds, his recommendation made complete sense to me:

- Fill the core with water
- Block one of the pipes
- Get a bike pump and seal it in the other pipe
- Pump it up to about 10 pounds
- No leaks! Great.
- Let's go to 20 pounds? No leaks. Even better. That will do.

2. Checking the Lucas electric motor

With 20 years of rust, debris and dirt ... let's take it apart and clean it.

- Attach a 12 volt battery - spinning, so must be OK
- Reassemble, and as a precaution let's try the motor again

Ding, ding, ding, ding ... Fan touching the body. I'm sure leaving it in this condition would create a very unpleasant travelling companion!

Undid the nut holding the fan and dropped it a little closer to the motor.

Ding, ding ... Bugger! Decided to use the universal tool required by all restorers - a **blunt instrument!** Slightly bent the fans so that they missed the housing. I will guarantee that this fan will go.

Ding, ding, ding on our first cold outing. Oh well!



I painted the contraption gloss black and was very proud of my efforts. Showed the Misses who agreed it looked okay.



Some 3 months later as I was ready to install the thing, she tells me it's wrong!

What's wrong?

Apparently it should be matt black with a wrinkle finish. (Christianity is starting to look good?)



After a quick trip to the local paint store, the Misses was much happier.

There are only three attachment points on the heater, as can be seen above: two at the stays between the battery box and the fascia. A third, (the hook looking piece in the photo above) curves around the air vent and attaches to the firewall, above the battery box - almost dead centre.

Simple?! No!

What to look out for

Tony
Xerri

Our car had a new battery box installed which meant that the fittings at the firewall were not there and the stays that attach to the battery box and facia had no holes. Prior to this I had made a hole in the firewall, stuck a bolt through it to clamp the clutch pipe that runs above the battery box.

That's what Mr Piggot's book says.

I didn't know that this particular bolt was also the hole used to attach the heater. By sheer accident (more a*se than class), I had placed this hole in approximately the correct spot.

I trial fitted the heater, drilled the holes where needed and attached the stays. There is not a lot of room back there, so I installed the hoses making sure the clamps didn't foul the battery box.

I duly installed the demister duct and tried to fit the demister hoses onto them, only to find out that the duct outlet attached to the heater was in the wrong place. It should face the battery box on the driver's side. Took the thing out again and turned the bottom of the heater assembly around.

Next problem



Previously I had installed the wiper arms and mechanism, and also the fresh air vent rod. Little did I know that the wiper mechanism fouls the fresh air vent rod and should sit underneath it and not on top.

Took it all out again. (More gospel wording!)

Having refitted everything in the correct order, the passenger demister hose neatly slipped behind the heater and fitted into the duct. The driver's side is straight forward and relatively straight. No kinks.

The Triumph "Service Instruction Manual" doesn't give a good indication of how the heater is facing for correct orientation of the demister vents.

Now with the heater installed it would be a good idea to thread all the wires, tacho cables, oil gauge pipe and attach the heater hoses prior to doing the wiring to the dash. New problem emerging ... There's not a lot of room left for the wiring to the facia???



THE TRIAL OF *Christine Keeler*

Terry
Hicks



With his camera next to him on the lounge to capture relevant images, Terry swooped on this little TR anecdote. In this modern world with a Smart TV he can go back and play “catch up” and can scroll through, pause and capture.

I watched “The Trial of Christine Keeler”. Christine became the most famous woman in the world after Mata Hari, Marilyn Monroe and before Lady Di. For those who don't know or have forgotten, England was an austere place in the 50's somewhat consumed with the Cold War with Russia. Up popped two little teen party girls: Christine Keeler and Mandy Rice Davies.

Christine went on to have affairs with John Profumo, MP, Minister of State for War and Eugene Ivanov, Russian Naval Attaché and son-in-law of the Chairman Supreme Court of the Soviet Union. They were perhaps hoping that Christine could elicit secrets. Mandy meanwhile took up with 3rd Viscount William Astor MP.

The media ultimately latched onto the story and had a field day about threats to national security. Everyone ducked for cover. Christine Keeler ended up walking the street without a friend in the world apart from Mandy. She was propositioned by a kerb crawler which stung as she always maintained that she wasn't a prostitute.

Next thing up galloped her knight in shining armour on a white horse who whisked her away. Actually, the knight was friend Paul Mann, a motor racing driver. The white horse was a BRG TR2! Imagine that? The most famous woman in the world finds sanctuary in the passenger seat of a TR!

Mandy also had an automotive exposure. When the Mini was released at Earl's Court Motor Show a sweet sixteen-year-old young lady, “Miss Austin 7”, handed out brochures. That was Mandy.



A few interesting postscripts...



1. The TR in the screenshot is DCM-283. Nothing is known of the car except that that number plate applied to a Swedish delivered LHD car painted BRG. It also applies to a red RHD UK car. Who knows?
2. The driver, Paul Mann's career as a racing driver is obscure. All references point to “Manager, Christine Keeler”.
3. Christine Keeler actually bought an Austin 7. It was sold when she went to jail. Many years later a wreck was purchased by a mini restorer because it had a good boot lid. He checked the numbers and found who the original owner was. Since restored and sold on for £20,000.
4. In court, Viscount Astor denied the affair with Mandy and claimed he had never met her.
Her response was, “Well, he would - wouldn't he?”
That passed into the Oxford Dictionary of quotations. It persists in internet language as MRDA which is an abbreviation for “Mandy Rice Davies applies”.
5. Christine went on to be an avid gardener with a great knowledge of roses.



TRIUMPH TR3S - *Australian built*



When Brian bought his TR3 from John Rolfe, he had no idea that it and a number of others had been shipped CKD (Completely Knocked Down) from England and had been assembled in Australia.

Two references of note:

Australian Motor Industries (AMI) briefly assembled TR3s in Melbourne. Around 120 cars are believed to have been built locally – all identified by a 'DTR' chassis prefix.

Unique Cars Magazine, 27 February 2004

As far as can be ascertained, based on local Commission Numbers it would appear that Standard-Triumph exported eleven batches, or 108 roadsters, and each batch consisted of either six or twelve cars in CKD kit form.

Graeme White's 'Triumph Sidescreen TRs (2007) page 54

I decided to see how many of the 108, or 120, of these TR3s I could find. The Triumph Register, Graeme White's book, tips and other searches has resulted in the Summary below. I've either found or have clues to about 48 DTRs. I've asked each of the owners I've found if they would send me photos of their Commission, Body and Shell numbers and 20 have done so.

Now it's time to share what I have, invite corrections and additions and pass on all the information and photos to the Register – while making the information available to all interested TR owners.

Key: **Bold** = plate information provided by owners
 * = mentioned in Triumph Sidescreen TRs by Graeme White (with page ref)
 R = appears in the TR Register
 Batch numbers are approximate.

Batch 1 8860 - 8871

Plate	Body	Shell	Owner	State	Notes
DTR8860 O	001	?	R-Lewis Gray	Qld	First CKD TR3
DTR8861	002 TR3	006 TR3	Ray Smith	Vic	007TR3?
DTR8862				NZ?	
DTR8863			Bob Anderson	SA	To Japan
DTR8864				Qld?	
DTR8865	006 TR3	?	R-Simon Scillio	Vic	
DTR8867	007 TR3	10 TR3	R-Ron Thorp	NSW	
DTR8868	008 TR3		R- Bernard Doherty	Vic	
DTR8871				E Vic?	* P58

Batch 2 8925 - 8936

Plate	Body	Shell	Owner	State	Notes
DTR8926				NSW?	* P58
DTR8931 O	020 TR3		Peter Barbara	Qld	
DTR8932				NSW?	* P58

Batch 3 9101 - 9112

Plate	Body	Shell	Owner	State	Notes
DTR9101	?	?	David Hawkins	NZ	
DTR9103					* P 58
DTR9104 O	031 TR3	028 TR3	R-Darryl Dobe	NSW	
DTR9105					* P58
DTR9106				Vic?	* P125 GOA486
DTR9107OD	032 TR3	031 TR3	R-Brian & Holly Reid	Vic	

Batch 4 ? - ?

Plate	Body	Shell	Owner	State	Notes
DTR9257 O			Graham Coffin?	NSW	
DTR9267O057			R-Rowan Burns	NSW	

Batch 5 9375? - 9386?

Plate	Body	Shell	Owner	State	Notes
DTR9375	040(3)		Peter Knights?	Qld	
DTR9377	038 TR3	038 TR3	R-Peter McEwan	ACT	
DTR9380	043		R-Rod Kennard?	Qld	Fryer?
DTR9383					* P58
DTR9384 O	058 TR3		Ann & Stuart West	Vic	
DTR9386	060		Roy Hartles	NSW	

Batch 6 ? - ?

Plate	Body	Shell	Owner	State	Notes
DTR9602 O	061 TR3	048 TR3	R-Allan Wright	NSW	
DTR9604		050		NZ	Kevin & Raewyn
DTR9605	064 TR3		R-Paul Roberts	NSW	
DTR9606			R-John Challinor	WA	

Batch 7 ? - ?

Plate	Body	Shell	Owner	State	Notes
DTR9994			R-Roger Walker (dec'd)	Vic	* P58
DTR9995			Nick Manion?	Qld	
DTR9999			R-Bram Fynnaart?	SA	Norgate?
DTR10000	OD060 TR3	73 TR3	R-Rob Shiel	Qld	
DTR10004				Vic	* P66 AFC686

Batch 8 ? - ?

Plate	Body	Shell	Owner	State	Notes
DTR10234			R-Ron de Silva	SA	
DTR10236	074 TR3	86 TR3	Richard Steele	Vic	LZX142
DTR10237					* P81
DTR10238	OD077 TR3	088 TR3	R-John Johnson	Vic	
DTR10242	OD080 TR3	92 TR3	R-Peter Balind	NSW	
DTR?	085 TR3		Bernard Doherty	Vic	Scrapped

Batch 9 10757 - 10768

Plate	Body	Shell	Owner	State	Notes
DTR10757	OD086 TR3	97 TR3	R-David Leslie	ACT	
DTR10759	OD087 TR3		R-Theo Kruys	SA	
DTR10761	OD		Ian Nicholas?	NSW	
DTR10767			Mike Bonning?	SA	
DTR10768	Last CKD TR3	017 TR3?	Healey Factory	?	

Total listed = 48

For the foreseeable future I will continue to collect information about this small but I believe important group of TR3s.

Please send corrections, additions, photos of plates – and any clues about the whereabouts of other DTRs to reidbrianj@gmail.com

MERIMBULA *Concours* 2022

Here's the initial information about the 2022 Concours in Merimbula on the beautiful Sapphire Coast in southern New South Wales in October 2022.

Full details including registration and accommodation information will be included in the December Sidescreen.

The event is planned as a week-long getaway. It's all based in Merimbula without changing accommodation for the week. Commencing a day earlier than usual on Thursday 13 October until the following Thursday 20 October.

As well as the feature event of the car display there will be drives around the area each day as well as an optional whale watch cruise. October is the prime whale-watching month in the area.

Accommodation will be spread over several motels, all adjacent to each other, and all within easy walking distance of restaurants, clubs and shops.

What you need to do:

- Mark the date in your diary
 - Apply for your holidays
 - See your bank manager/whatever else you need to do.
- ... but ... you have to be there!

Bob Watters

YOUR TR PHOTOS - *wanted*

Call for your contributions for *Sidescreen* photo essays

For future issues of *Sidescreen*, I am hoping to include some photos essays. The pictures do the talking, and engage members in your journey - be that a TRip, a restoration journey or an activity or event.

For these to be effective, the photos need to be high resolution so they don't pixelate when published. Send them through in as a larger format as they can. Unfortunately, many smart phones will downsize the file for sending my email or text.

It would be great to have photos that make you feel like you are there - in the car, or up close watching things happen. Photos that pull the viewer in are dynamic and engaging.

Some ideas:

- TRs in an attractive landscape as a backdrop for text
- Groups of cars arranged to fit across the page or on a diagonal
- Interesting perspectives with rear and side-view mirrors reflecting following TRs

Send them in to editor@tr-register.com.au and let's see if we can make some visual magic happen! Make sure include the name of the photographer for credit where it's due.



With the current covid situation many events have sadly been cancelled altogether or dates changed. Fingers crossed we get some runs in late October or into November. If restrictions are sufficiently eased for the double vaxed, Andrew may organise a short getaway in November and/or early December in lieu of the Stanthorpe National Meeting. TBA.

Possible day and other runs in October & November

All British Day , Kings School School North Parramatta

- *Cancelled until 2022*

30 October 2021

Twilight Fish & Chips Run, Berowran

- Hmmm - we'll wait and see about the tiing of this one.
- Contact Andrew

28 November 2021

Wings over Illawarra, Shellharbour Airport Airport Rd, Albion Park Rail, NSW 2527

- Cars must enter altogether prior to 8.30am (gates then locked)
- Departure strictly from 5pm
- Register directly on the [Wings website](#) using the drop down menu for our club
- Advise Andrew of your attendance
- Register by **Friday 29 October** unless space is filled earlier
- Drivers only receive complimentary entry

Possible coffee mornings in October & November

3 November 2021

Pie in the Ski Cowan

- 10 am *first Wednesday of month*
- Contact Andrew

17 November 2021

Common Ground Picton

- 10 am *third Wednesday of month Possibly*
- Contact Jenny Hicks

Every Wednesday

Blend Café Tathra

- Contact Bob Watters

7 November 2021

NSSCC Auto Brunch Cars & Coffee St Ives Showground

- 8am first Sunday of the month
- Contact Andrew

Upcoming events

5 December 2021

Xmas Lunch Run, The Rowing Club Penrith

- Booking restrictions at venue may apply
- Contact Kerrie for booking numbers

165 December

Xmas Lunch, Common Ground (in lieu of coffee)

- Contact Jenny

SAPPHIRE COAST *Chapter*

Bob
Watters

With the disappointing news that the Stanthorpe Concours has been cancelled the focus now turns to Merimbula in 2022.

More details about the 2022 event are printed on page 21 and all the information will be included in the December Sidescreen. The Sapphire Coast Chapter looks forward to welcoming members to this special part of the country.

Like the rest of the state the shire was locked down for a few weeks. However ,once the shackles came off no time was wasted getting back together with a picnic, a club lunch and a return to Wednesday cars, craft and coffee at Blend. All this happened in the first 10 days!

Ideas are being tossed around for ventures further afield once the whole state is released from lockdown.

The Sapphire Coast Chapter meets every Wednesday morning at Blend Café in Tathra from 9.00 a.m. visitors are welcome.

TASMANIAN *Report*

David
Pearce

Issue Number 116 of Sidescreen was a great first up effort from our new editor. I and I am sure that other readers were impressed with the refreshed look and revised layout that Mary Bird has brought to our magazine.

Spring has arrived on the island and we are looking forward to starting to put a few miles up on our cars.

Unfortunately, the cancellation of the Stanthorpe National Meeting became inevitable. I would like to thank Paul and Peter and their committee for the work preparing for. I hope that the "Claytons" concours in August was of some consolation. With John and Pauline Kay present it was pleasing to have some Tasmanian representation.



Run-wise Martin Osborn and Stephen Rochester have been running with the monthly Wednesday drive for classic cars out of Hobart to various destinations not forecast in advance. I caught up with Martin, Daphne, Stephen and Ginetta on Sunday 12 September at a fundraising car and bike show for the Parattah Hall. Located 7 km south-east of Oatlands in the Midlands, they travelled in the TRs along with members of the Jaguar, Post Vintage and Triumph Owners car clubs. About 30 cars parked in the small paddock behind the hall while out front was a traction engine in steam and a replica 1950s racing car.

TASMANIAN *Reports*



In the north, Thursday 2 September, promised to be a sunny day followed by a few days of inclement weather. We were able to line up four starters for a coffee run to Cressy.

Starting from Devon Hills was David Pearce (Peerless), Hugh Maslin (TR2), and Jeff Mount (TR3A). Travelling across to Evandale we picked up Mick Sullivan (TR3) and then headed to the Midland Highway where south of Symmons Plains we turned right onto the Powranna Road and travelled through to Cressy. We pulled up at the Rustic Bakery for coffee and cake before returning home via Longford.

Our cars

Winston Quaile had some exciting news for me recently reporting that he had pulled the motor out of his TR3A and had delivered it to the engine builder that Hugh had used for his TR2 engine. I believe it was last century that the motor was rebuilt and understand that it is going to be pulled down, the block pickle bathed and a modified rear main oil seal fitted before reassembly.



John Kay's TR3A has returned home from the body shop after a butt lift and refinish all over.

As well some clear 3M film has been wrapped over the apron and front of the rear fenders for protection.

Between John's new paintwork and Hugh's recent paintwork I am starting to feel that it's time that the Primrose TR paintwork was addressed. *No pressure!*

Baskerville Historics - Friday 17-19 September

The Baskerville Historics made a welcome return after last years cancellation albeit with no mainland entries and crowd numbers limited to 5000 with masks worn. The meeting was well supported by locals with almost 160 entries. Friday was taken up with practice and qualifying. Saturday and Sunday saw 26 races staged each day: 8 being regularity and 18 sprints. In addition, there were 2 Legends demonstrations. Most events were of 4 or 5 laps with a couple of 7 laps.

Cars catered for included:

• early and HQ Holdens	• small Ford and Mini	• marque sportscars
• sedans, sports & racing cars	• historic sports & racing cars	• classic sprint
• Group N and S	• sports sedans	• muscle cars

As was the case two years ago there was only one Triumph on the track, being the Dolomite Sprint of Bruce Heron running in Regularity this time. I had a quick trip down to the meeting on the Saturday with Hugh Maslin which was the better weather option of the two showery days.

Targa Tasmania

Mid-September saw the public release by Motorsport Australia of a 61 page report into Targa Tasmania. This was prepared by an investigative tribunal following the tragic 2021 event which saw three competitors' lives lost in two separate incidents within 24 hours. The report contained some 23 recommendations which Targa will implement.

The recommendations covered four main areas:

- course design;
- vehicle preparation, suitability and related issues;
- driver and crew licensing, preparation and suitability; and
- safety systems and processes.

Motorsport Australia said the recommendations needed to be implemented immediately with effect from March 2022. Already, a Targa event in north Queensland in early September had implemented 13 of these.

Among the recommendations was:

- restricting the top speed for competitors with a cap of 200 kmh;
- implementing an average stage speed limited to 132 kms/hr; and
- creating a licensing system.

Upcoming events

17 December 2021	The Predominantly from Britain to 'Bunna Car Show <ul style="list-style-type: none"> • The Village, 20 Melbourne Street, Triabunna • 10 am
12 & 13 March 2022	Longford Motorama <ul style="list-style-type: none"> • Saturday: Symmons Plains Raceway • Sunday: Longford Village Green.



SPARE PARTS UPDATE

Important

We are pleased to report that **Allan Bare** has now allocated resources at Bareco on a limited basis to clear the backlog of orders waiting to be filled.

Once again the club is the recipient of Allan's commitment and generosity and on behalf of all members we thank Allan for doing this.

New orders can be placed with **Ray** by the usual methods.

Find what you are looking for with the searchable parts list with photos

To find out how it works, follow the link on the home page and scroll down.

For more information or questions about new parts, contact **Mal Munro**.



The image shows a 'NEW PARTS ORDER FORM' with a header logo and contact information for Ray Kasparian. It includes fields for TR Register Membership No., Name, Phone, Address for delivery, Postcode, and Email. A table at the bottom is for listing parts with columns for Part No., Qty, Description, Unit cost, and Cost. A note in the top right corner states: 'Should there be any issues concerning parts purchased, please contact Ray (not staff) or Bruce (at 0163 8475)'.

3 ways to order:

1. Order Form

- Download the **NEW (pdf) order form** [here](#).
- New order forms are also sent out with "Sidescreen" newsletter.

2. Email

Ray Kasparian will be handling orders **by email**.

Please include:

- Your **Address & Membership Number**. Only financial members are eligible.
- Ray has retired from Bare-co so please do not contact Bare-co for TR parts or information.

3. Phone

Call Ray:

- Home: (02) 9821 3855

Remember - Have your **Member Number** handy.

Mobile: 0415 112 717

Depending on your location, expect delivery within one or two days by air bag, courier or IPEC. Remember that Ray (retired) does not come in every day to pack your orders at Bare-Co.

Note: Provide street address with your email order. Couriers cannot deliver to PO Boxes

SECOND HAND PARTS

All enquires for second hand parts should be directed to the second hand parts Committee Member: **Mal Munro**, see *Sidescreen* page 2 for further details.

All parts have been moved to the new location in the Southern Highlands.

Parts are available to members only.



Progress report on Ann & Frank Cleary's TR2 TS767 restoration. Details page 10.

