
Sidescreeen



**JOURNAL
OF THE
TR REGISTER AUSTRALIA
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Committee work has been returning to a more normal rhythm with the completion of some projects and the winding down of COVID.

David Ferguson and Ross McLeod have been working through further development of the website. The key here is the ongoing need to update or renew the website platform and the database which is proving more complex than, at least I, thought.

How we process new parts, membership and regalia payments has also been getting a lot of attention with Tony Xerri taking the lead working with Chris Olson, Tony Knowlson and Ray Kasparian to implement new technology where appropriate.

We have reinstated the annual membership fee starting at this year's renewal. It is set at its previous rate of \$40 pa for Full members and \$20 pa for Associate members. New members are still free for the 1st year.



What I would like to dwell on in this article, is volunteers...

There have been a couple of successes in finding new members and cars. A rare TR2 has turned up in Nildottie SA, with short doors and the early pull catch opening bonnet of which only a couple of hundred were made. If you are interested in a project (and it is a project), please contact me and I can put you onto the owner.

A TR2 I know of here in Sydney is being handed down to a son who will join the Register soon. He is a young lad of 19 who is an Audi apprentice mechanic. I do wonder how much of his apprenticeship today will be relevant to the TR of yesteryear.

A few people raise with me that we need to get younger owners or the club will gradually atrophy. While the demographics of all such car clubs as ours is heavily weighted to older people, there is a significant number of our newer members over the past three years young enough to reduce the average age of our membership. Whether this will continue as the cars keep getting more expensive to buy and keep, is another question.

Many members have joined the Facebook Group I set up when I was NSW coordinator. It is the TR Register Australia group (it did have NSW in the name but that has been removed). It is not restricted to Register members, is open to anybody who has an interest in sidescreen TRs in Australia, and now has a fair few followers from Australia and around the world. If you are a Facebook user, or your partner is, join the group.



What I would like to dwell on in this article, is volunteers. While the Register now has 360 or so members, and they are all valuable and coveted, it is the relatively few volunteers who make it all work. Some have been putting in the hard yards for many years and are looking forward to 'retirement' from Register work. There is a constant need for renewal and for more members to contribute to running the TR Register.

While volunteering does require a bit of time and effort there are more than enough rewards to compensate. The old adage 'the more you put in the more you get out' is very pertinent to our club and the volunteers.

Our volunteers take a variety of forms: Committee members, those who take on key roles like Web Manager, Regalia and Sidescreen editor, state coordinators and those who help out organising social events, selling regalia especially at the Concours and those who manage and coordinate the annual concours.

PRESIDENT'S *message (contd)*

They are wonderful people who I believe get more out of their club because they are actively involved. And we all need more of you to join them.

Subject to the outcome of the AGM we will lose one Committee member and will gain a couple of new ones.

Peter Clarke has been Queensland state coordinator for many years and joined the Committee after the Ballarat concours. Peter has advised he won't be nominating for the Committee this year and is also going to take a break from his state coordinator role. Peter has made a very significant contribution to the Committee and to Queensland Register activities and I expect/hope that the Register hasn't seen the last of his contributions. Thank you very much Peter.

You make a living
by what you get.
You make a life
by what you give.
Winston Churchill

We have nominations for two new Committee members for the next year, Ian Cuss from Albury and Greg Parker in Brisbane. Thank you both for stepping up and I look forward to working with you both.

However, we still need new volunteers to assist with or take over several roles critical to the continuing delivery of services to members.

I especially encourage newer members to get involved. Ross Mcleod and Mary Bird in Victoria, relatively new Register members, stepped straight in and took on the extremely critical roles of web manager and Sidescreen editor. In doing so they have made new friends and are actively contributing to their club.

Tony Knowlson, a Life Member for his contribution to the Register over 20+ years as Victorian state coordinator, on the Committee and as Membership Officer, is ready to move on. Tony has volunteered to go around for one more year to hand over to a new member. The club won't exist without a person to manage the membership. Please contact Tony or I to arrange to volunteer to work with Tony over the next 12 months and then to take over as Membership Officer.

Ross McLeod has made good progress in updating the website, a lot of his effort is in the IT background and is transparent to members. Ross has been asking for some time for an assistant to help keep the website up to date while he focuses on further developing the website so that the web manager doesn't need to act as editor and manager of each post. We want the website to be more versatile and for members to be able to do more themselves.

The website is important to current members but it is critical to the Register being able to reach out to those TR owners who don't know about us. I speak to a few newer members who, having acquired or still looking to acquire a TR, Google 'Triumph TR' and the Register website is their first contact with the club, alongside websites for the TCCV and TSOA etc. We want to get these owners to join the Register and a great website is key to achieving this.

These two positions of Membership Officer and an assistant Web Manager are critical. If you can work with Tony Knowlson or help Ross out to give them or me a call today.

Another volunteer is needed for someone to take over either as NSW state coordinator or as Club Registrar for Conditional Registration. Andrew Ross has been the coordinator and conditional registration Registrar for three years. The increasingly onerous demands of the NSW club registration schemes has meant this is now a volunteer role on its own. Andrew is happy to continue as state coordinator or Registrar so we need a new person to take over the other one of them.



The NSW Conditional Registration Club Registrar is best undertaken by a NSW member with a reasonable technical understanding of the TR and the modifications owners make. The government requirements on clubs in the schemes are available online. The Register currently has a bit over 50 cars on the NSW scheme, the vast majority on Historic Vehicle plates but there is expected to be a few more cars switching to the modified car side of the scheme in the next year or so.

If you wish to volunteer for the NSW coordinator role it is best to contact Andrew. If you want to do the Registrar role it is best to contact Andrew or me as either of us can explain the current government requirements.

Finally, if you haven't registered with Bob Watters for the Merimbula Concours, please do so ASAP. He needs final numbers to complete the many tasks in organising this event.

All the best to all.

John McCormack
President TR Register Australia
May 2022

FROM THE *Secretary*

Bob
Watters



The Annual General Meeting will probably be over by the time Sidescreen is received so let me take this opportunity to thank Peter Clarke for his great work on the committee for the last few years. Peter decided not to nominate again this year.

Thanks also to Ian Cuss and Greg Parker for nominating to join the committee. Both Ian and Greg have significant business and Triumph expertise and will be valuable additions to the committee.

For around 18 months the Committee has allocated 30 minutes before each committee meeting as a Q&A for members to ask questions or put suggestions directly to the Committee. The response to this initiative has not been as good as expected and it is difficult to understand why. So why not join in to a future session, the dates are advised by email well in advance of the meeting and are run with Zoom software.

Please contact me if there are any questions about committee meetings.

FROM THE *Historian*

Bob
Watters



There have been a lot of new members in the past few years which is a positive sign for the future of the club. For those members who may not have explored the website there are two videos hidden away in the Archives Section that are well worth watching. Both were filmed at the Ballarat Concours in 2019.

One video is about the Concours and features interviews with members talking about their cars and the benefits of belonging to the club. The other tells the story of the formation of the club and how it has evolved to the present day (albeit 2019). The story is told through interviews with members who were active and influential during the first 43 years.

The Archives Section is located in the Members Area on the home page and you will need to scroll down to 30th April 2020 to reach the videos.

Birth Certificates continue to be requested, a certificate costs \$40 and is a record of the car on the day it was assembled. Unfortunately engine numbers are not recorded.



Hi Folks

Membership will be required by the end of June for the next financial year. However, it is still a bargain at \$40.

Hopefully a renewal form has been included with your magazine. The preferred method of payment is direct debit with your surname and membership number included. I will be away from 5 July until early August so if you require your confirmation of membership, please renew by mid June.

We are no longer issuing laminated cards. Proof of membership will be emailed (or mailed) once processed. Remember to tell us if an email changes, new mobile phone number or even removal of home phone, 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

Four new member have joined in the last period between magazines.

State	Member	Location	TRiumph
NSW	Dimitri Dimopoulos	Penhurst	Looking for a sidecreen
Qld	Tony Dempsey	New Farm	TR2 (owned for 10 years)
	John Bain	Bellbowrie	TR3A
VIC	Greg Pruitt	Dandenong North	Looking for a sidescreen

As indicated above, I will be away from 5 July until early August. David Ferguson will check the mailbox and sort out any issues on Membership.

I have also indicated that I am giving up the Membership Secretary role when a new Secretary can be found (11 years is long enough). However it is a great role to be involved in contact with members.

Prior to COVID, some members paid their membership twice or in advance. According to my records they do not need to pay this year. If there are any issues contact me.

Listed below are members who have paid for next year (2022) and in one case 2023 as well. Their membership cards for next year will be sent out in the next few weeks.

Stephen Bradford	2022 2023	Judy Buck	2022	Gerry Burges	2022
Jon Byrne	2022	David Dunne	2022	Richard Graveur	2022
Felix Hemmingway	2022	Ivan Powell	2022	John Purves	2022

Tony

TREASURER'S *Report*

Tony
Xerri

By now, all members should have received the Annual Reports and my report.

Should you have any questions prior to the meeting, please advise the Secretary.

It is encouraging to see attendance numbers for the Merimbula Concours so far, and after two years of hibernation it will be great to get together once more. I have no doubt Bob Watters and his team will put on a great show.

A couple of updates and reminders:

- 1) Fees will be due this year and the preferable method of payment is by direct debit, details are on the application forms Tony Knowlson has provided.
- 2) Some members still have not provided me with their banking details so a refund for the cancelled Queensland concours can be provided.
- 3) This year we will be introducing a new method of paying for Regalia at the Concours (those little white square 'thingies' you see in stores). This should make the process easier and faster, allowing our sales team to sell more!!!!
- 4) We will also be introducing this method for spare parts in the future - it won't change how you order through Ray.
- 5) Slow start to the year with part sales but is improving. At this point costs are steady but we anticipate some cost increases as mentioned in my report.

On a personal note ...

Winston is progressing well and will be at the Concours. It seems that the smallest of jobs on these cars take forever!?

For example - I installed the exhaust system and then decided to install the handbrake lever. NOT SO EASY! The pin/bolt that hold the lever onto the chassis has a nyloc nut that fits into a recess in the chassis. There was no way my fat fingers were able to get this nut in with the exhaust in. At one point I lost the nut in the chassis frame. It would have driven us crazy trying to work out what the rattle was! Thank God for magnets.



No threat to the "Princess" that will also be there - albeit with some modifications to allow Lesley to drive it.

The Princess needs some repairs to the left hand guard - a mishap in Tasmania some four years ago? Slack I know! Also, the front Apron has some cancer which needs remediation.

After 26 years on the road, travelled all states and Territories the cost is minimal. When you take into account the "*fun factor*" Lesley and I have had and we are miles in front.



The Princess looks a bit sad in the background - "*all the attention is on Winston.*"

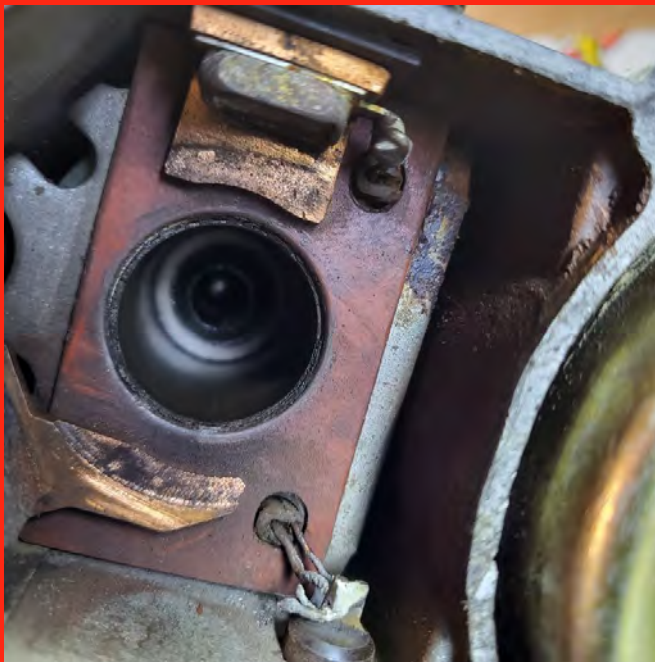


Each year there are more of these great starters being fitted to TRs. Also, there are a large number of the same starter units fitted to the cars/utes we drive. Toyota for instance use a lot. Whilst they are solid and generally reliable, there is a problem that may show up on your car as it did on mine.

The symptom is that you will start to get a 'lazy starter', i.e., one that does not turn the engine as fast as it used to. You may blame the battery and put it on charge. This can seem to work but only while the battery is fully charged. Eventually, or could be the first sign, you will only get a "click" when you push the starter button. The starter will not turn the engine or really struggle to. If this happens while out on a run, try giving the solenoid housing a couple of taps with something solid. I have found this can work and get you out of trouble.

I knew what my TR's click meant as I had experienced it on a friend's Toyota Hilux last year. Except for the mounting flange, the starters are the same. After a bit of investigation, I came to the conclusion that it was the contacts in the solenoid. A bit of Google also helped. On removing the solenoid cover and removing the solenoid armature, the cause of the problem became clear. The contacts were burnt and pitted preventing the high current required to turn the engine from passing. The click was the solenoid engaging but the high resistance across the contacts prevented the starter turning. I purchased a new contact set from eBay for \$19.00. Prices ranged from \$16.00 to \$65.00. That fixed the fault and only took about twenty minutes to fit.

The fix is easy. Remove the starter and the solenoid end cover (3 screws). You will see the central armature and the two contacts. Remove the armature by simply pulling it out. There will be a return spring on the end of it that may come out with the armature or stay in the housing. Along with two new contacts, the kit will include a new armature. Make sure the kit you get includes two contacts and an armature. Next, remove the two contacts by undoing the attaching bolts. Take note of the assembly sequence. Use your phone to keep a record. Now fit the new items and assemble in the reverse sequence.



The vast majority of Sidescreen owners utilize the jumper wire supplied with the new starter by the club and simply attach the existing heavy starter connection and retain all the existing wiring. This leaves in place the existing remote starter solenoid. The solenoid referred to in this article is the one that forms part of the starter.



I was recently southbound on the M1 headed for coffee at Picton. It was a lovely sunny day which is why the wipers turned on all by themselves. Of course, I couldn't risk my life in stopping so by the time I did, I wrecked a wiper blade.

Later I disconnected the power and when I reached home, I removed the wiper switch. The wipers still kept going. In to Dr Google and after some time I read that the little red self-parking wire can split and make contact with the case. Give it a tug and it will move to a better spot. It did and self-parked.

Returning from the Canberra TT it started to rain. All good. On the F7 it poured and as a result the wipers stopped; straight upright in my line of sight. Well, again I couldn't stop so we battled home. Parked, unpacked then put the car away. The wipers burst into life and then dutifully parked. Very funny.

I then visited my friend Ian who has a doctorate in Lucas. Knows everything. He flipped the lid off and found a jammed drive worm. Unjammed, put back together - it ran for five sweeps before jamming again.

Worn out. He has a shed full of Lucas. It took fifteen minutes before he found the wiper box.

"Sorry Terry, I'm all out of Lucas DR2 wipers."

No suitable worm drive either. He wandered through the box until, *"This looks good, a DR3A!"*

Morris Minor most probably. Covered in red dust which indicates west of Dubbo. Most probably never switched on.

I asked, *"Does it fit?"*

"Absolutely, but there are downsides. The motor is grey Hammertone finish not black crackle like your TR. Output housing, slightly different shape, the cover for the drive wheel is 2 1/4" not 2" and it has a 120-degree sweep, not 130 degrees. Could spoil your Concours chances".

We fitted it and it runs perfectly.



Since then, I have read that up to TR12567 the fitted wiper was a CRT15 (single speed, no self-parking).

After that they were all fitted with a DR2 single speed, self-parking. There is a rumour the some were fitted with a DR3, (dual speed, self-parking). There is also a DR3A dual speed.

Sounds like trouble. I am looking forward to Concours. A little knowledge is a wonderful thing.

GIPPSLAND GALLOP 2022

“What sound emanates from Melaleuca Park moneymakers?”

*“What road has money on fire?” **

These and many other questions were answered by a good field of Gippsland Gallopers who enjoyed a beautiful autumn day for a drive through the scenic Gippsland hills. The run included a visit to the monthly Warragul classic car show, some drive time around the excellent Bryant Park hillclimb track, (scene of 2018 Australian Hillclimb Championships) and ended in Mirboo North at the Grand Ridge Brewery.

All of the Triumphs were immaculate and sparkled in the morning sun.

Sidescreens included those of:

- Mike Daley
- John Johnson
- Bernard & Poppy Dougherty (Gippsland locals)
- Geoff Bowman with Rohan, his 12 year-old grandson

TSOA provided a mouth-watering range of cars, with:

- Dave & Jenny Ferguson with watchdog (TR6)
- Peter Lane and Peter Blackman
- Mike Bindon and Philip Johnson (TR5)

Wedges were represented by Michael and Ineke Kip and Stu Smith. The TR4s all had a story – the very rare “Dove” GT of Keith Atherton looked and sounded great. A late entry and a big surprise was welcomed by all. Dave Mc Dermott recently purchased a TR4 and displayed it at this morning’s Warragul monthly car show. The TSOA members fell on the car like vultures and immediately invited him to take part in the run, thus providing Dave with an excellent introduction to TSOA! Welcome Dave!

The route commenced with a run through busy Warragul followed by pleasant scenic roads towards the hamlet of Willow Grove, with competitors allowed plenty of time to enjoy the Gippsland scenery whilst busily answering questions to test their powers of observation. The route visited several lookouts which showed the giant coal mines in the area before arriving at Bryant Park.

At Bryant Park, the cars lined up for photographs and then did three laps of the track at low speeds escorted by a pace car. All participants were amazed at the panoramic views, the wonderful track, clubrooms and facilities of Bryant Park. They were impressed by the excellent condition of the area with the neatly mown grass and all buildings and garages in good repair, clean and painted. All drivers and passengers found the track to be both thrilling and challenging even at low speeds. Several drivers expressed interest in participating in either khanacross or hillclimb events in the future.





Then it was back to the road and the question sheets. Perhaps the most spectacular part of the drive is the 'Gippsland Stelvio', not quite as entertaining as the great Stelvio alpine pass in Italy, but it still boasts 14 consecutive bends – quite a set of esses!

The finish at the Grand Ridge brewery was a welcome sight, with a wonderful selection of beers which we all tested and was especially enjoyed by the passengers who weren't driving! The Hatlifter Stout is my favourite. The Grand Ridge was great – a vast range of beers and local wines, good food and remarkably quick service considering the whole place was jammed with the Sunday lunch crowd.

AND of course, the prizegiving! Results were a tie with Geoff Bowman and Stu Smith, but Rohan, Geoff's young navigator, provided a set of historical notes to fill out one of the questions (on Governor Latrobe). A good effort for a junior!! Geoff and Rohan were awarded the first prize and well deserved too!

Soon time was called to saddle up and head for home. Most people had to get home and tune in to the Australian Grand Prix. Poor Geoff and Rohan paid for their pleasure on the way home - a blown welsh plug dropping their coolant and delaying their trip. Everyone seemed to enjoy themselves and the "Gippsland Gallop" trophy is perpetual, so get ready for another gallop next year! Thanks to Gippsland Car Club for the use of their track and Nina Revill, Bill Revill, Geoff Bowman and others for the photos.

* Melaleuca Park is a dairy farm = cows make the money = and they make a cow sound = mooooo! And we have a "Dollarburn Road" near Warragul



MEETING MORE *Members*

Meet Adrian Jackson

I bought the TR3A Roadster in 1982 from a car dealer in Punt Rd, near cnr Toorak Rd Sth Yarra. I understand that the TR3A was previously owned by a bloke who had a number of cars stored at Phillip Island.

I have never owned a new car nor an Australian car since I bought my first car in 1972 aged 19 before I joined the Army (1972-1995). Cars owned were in order of purchase:

- Honda Scamp (about \$1,200 ripped off at that price in hindsight)
- Austin 1800 (about \$400)
- Austin Tasman (about \$1200)
- Skoda sedan (Soviet era one -about \$3000)
- Saab 99GL Combi Coupe sedan (about \$6,000)
- Mitsubishi L300 van with about 8 seats which was stolen from outside my house but insured (about \$12,000)
- Triumph TR3A Roadster which I still have (\$12,000)
- Range Rover Classic 1984 first 4 door model which I still have (\$100 at deceased estate in 2008 undriven for over a decade) I had to spent a few thousand dollars on it to get it roadworthy for registration and working. Since then, it runs beautifully and now it will be a second near vintage car, like the TR3A Roadster.



I was in the Army from 1972-1995 and was only deployed overseas to former RAAF Base Butterworth, Malaysia, from Apr-Jun 1975.

From 1996 - Present I ran a traditional hosted home based B&B (not AirBnB) which went well for 20 years. However, for the last five years competition from AirBnB and the pandemic, business has nearly ceased. I will permanently close my B&B on 30 June this year.

I never went to university and only got E for English at Camberwell Grammar School but I was good at school cadets.

In relation to cars I am more a petrol in one end and water in the other end fellow although I have personally replaced a few minor parts here and there occasionally.



MEETING MORE *Members*

Meet John Bain

One weekend Peter and Sue Clarke generously organised for me to have a TR3 drive up Mt Coot-tha as part of my 80th birthday celebrations. My son Doug searched for TR3As for sale, just for kicks ... *or so I thought.*

He sent several adverts to me, commenting on the going price. I replied to him that the only way I could afford one would be to win the lottery, or vacate my 57-year marriage to Gennelle, or both.

That could have been the end of it, but I ran some searches of my own and came across Don Ottley's car for sale in Yelarbon (with trailer). The car looked in good nick and was in the colour combination of my TR3A in 1963-64. I made the 'mistake' of sending the URL to Doug with the comment that he'd missed one.

The next thing I know is that Doug turns up at our home telling me he has something to show me.



Here's me, looking dumbfounded (photo taken by one of Doug's colluding mates).

In short, Doug is the owner (of car and trailer) but I have the use of the car for as long as I want it. I checked with Tony Knowlson about membership of the TR Register. He said of course I could join (and that Doug should too), so I'm now a member.

Aside from enjoying the drives, one thing I want to do is fill in more details about the car. A couple of entries in the TR Register indicate that it was raced (and the front end of the chassis attests to that!), but I'm hoping to find out more. One entry said Geoff Bills owned, modified and raced it, so I'll try to make contact with him.

Many thanks for making my February experience possible and very enjoyable!



THE LITTLE *Bastard*

Paul McEwen

Well - that is what James Dean called his Porsche.

What made me think of that? It was when my car had to be towed for the second time in 50 years. Yes, twice in its lifetime! The first time I could forgive - as it had a broken crankshaft. This time it just would not start.

Okay it had to be fuel or spark. It was not fuel as I tested it. So after testing leads, coil, spark gap, and distributor cap (which was common and had been checked by three of us) that only left the rotor button. And ... I had never heard of that.

The rotor was perfect to look at: no cracks or loose bits. I went and bought a new one anyway. The result was the little bastard started *instantly*, and went like hell!

So the moral of this is: carry a spare, *they are only small*.



Oops - Common Ground is closed for coffee so off to find a new



Morning tea at Moses Barnes café Picton, in May.

L → R : Jo Corbett, Jenny Hicks, Terry Hicks, Russell Holliday, John McCormack, Mal Munro, Allan Bare, Graham Corbett, Peter Molesworth and Jenny Molesworth

MERIMBULA CONCOURS

Have you entered yet?

The highlight of the year for Sidescreen TR owners is happening in October.

After a two-year absence due to COVID, the Annual Concours returns at Merimbula NSW from 13 to 20 October.

The aim of the Concours is for members to get together and share some good times. Based at old style motels just like everyone's favourite Concours from years past, these places where cars are parked outside your door.

It's where members can congregate (with a refreshment in hand) each time they see a bonnet go up and share their skills or learn new tricks. They're located within an easy walk of the venue for the presentation and welcome dinners as well coffee shops and restaurants.

Activities to suit everyone from casual "do your own thing" days to country drives on fabulous TR roads touring a very special part of this great country. Lunching at country



pubs in hinterland and coastal towns across the Sapphire Coast.

Accommodation has filled quickly with three motels already booked out.

Rooms are still available at the Sapphire Waters Motor Inn - 02 6495 1999. All motels are adjacent to each other.

Entries close and all payments are due on 30 June so don't delay any longer. There is an online entry form on the website so entering could not be easier.



For all enquiries
contact
Bob Watters
0408 502 350



BUMPERETTES

David
Chapman



At the Ballarat concours I met up with John Johnson and he showed me a set of bumperettes he had for sale to members.

My understanding was that they had been designed by Ken Copeland for his TR2. John got the plans from him and had 10 sets made up.

They are so stylish with round holes cut in the metal to give it that vintage look. The two photos show them fitted to my TR2.

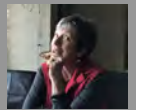
I have had fantastic comments on the car since fitting them. I think it makes it look a bit like an early AC Cobra.

Ken did a great job on the design.



EDITOR'S Report

Mary
Bird



Hi everyone

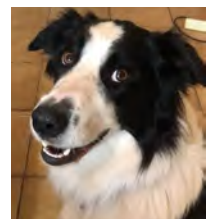
I hope you are all enjoying the relaxation of social restrictions in our COVID-normal lifestyle. It has been great to hear from new members Adrian Jackson and John Bain. Hope to be able to profile more members in *Sidescreen* in coming editions.

Looking ahead to the TR Register gathering of the year in Merimbula - is your excitement building? Won't it be great to meet people you have read about, see the results of lockdown productivity on Triumphs and enjoy the sea breeze in your hair again?

As a Concours rookie, I have more than a few questions about travelling to the Concours and packing in such a little car for an extended stay. What about you? Will this be your inaugural attendance at one of these events? Do you have questions too? Or, are you a Concours veteran with lots of expertise to share?

I'd like to offer a few Concours Tips in the next issue of *Sidescreen*. If you have questions and answers, just questions or just pearls of wisdom - send them in to editor@tr-register.com.au

My trusty assistant Scout is not much help in this area. In fact, he doesn't know it yet but he will be having a holiday somewhere while we are on the road. While I am sure he would love meeting you all, staying in a motel might test his collie patience!



A big thank you to all those people who have sent me information and photos for this issue. Your stories give me a little insight into the diversity TR-enthusiasts and the goodwill shared through this common interest.

Enjoy the cooler days ahead!

Mary

Hi everyone

A few of us took our cars to Shannons Wheels at Queanbeyan Showgrounds on Sunday 6 March 2022. We displayed our cars with the local ACT Triumph Car Club members.

It was the 60th anniversary of the E Type Jaguar and the plan was to have 60 E Types in attendance. They didn't quite make that number but there were some beautiful vehicles there.

We were invited by the Reid Restoration Association on 10 April to display our vehicles to celebrate the restoration of several historic street signs in that suburb. Graham Brohan took his Vanguard Sportsman; David Thompson took his newly acquired beautiful MGTC and I took my TR3 along. There were also several other vehicles from the 50s and 60s on display and many residents of the area were dressed in clothes from that era.

We held a breakfast gathering at Poppy's Café at the War Memorial on 9 April and the usual suspects attended, along with new member Allan Caldwell. It was nice to get together again after what seemed to be a long time because of all the different COVID lockdown arrangements.

We conducted a TT Tour of the NSW Mid-West from Sunday 1 May to Monday 9 May inclusive, spending two nights in Bathurst, Mudgee, Dubbo and Orange.

Our original starting list of twelve eventually whittled down to six cars for a variety of reasons. New member Allan Caldwell had to withdraw on the Saturday before we left as he contracted COVID so it was a pity he could not be introduced to other TR members from around the country.

Day one: The McEwans, Goodalls and Xerris left Canberra for Bathurst on the Sunday morning, stopping for morning tea in Boorowa before leaving for Bathurst. We stopped in Carcour for lunch. Many of you will have been to this historic village but it was of particular interest to Gayle as her grandfather was the local Postmaster there and her mother was born there. The post office was robbed at gunpoint while he was there.

We arrived in Bathurst early afternoon and took the obligatory drive around Mount Panorama racing circuit before heading to our motel to check in.

Day two: On Monday the Brohans and Hicks arrived. Terry and Jenny had generator trouble with their car and were lucky enough to obtain an almost new generator from Geoff Fry who lives in Bathurst. They were able to book the car in with a local auto electrician on the Tuesday afternoon.

Some of us drove out to the beautiful Mayfield Gardens in the morning. They are about a 30-minute drive from Bathurst but well worth the effort. They are quite spectacular and their autumn colours were truly magnificent. I will make the trip back there in the spring to witness the flowering of their magnificent hydrangea, azalea and rhododendron mass plantings.



L → R: At Mayfield Gardens - Leslie Goodall, Lesley Xerri, Tony Xerri, Peter McEwan and Terry Goodall

We met up with Chris Olsen for dinner on the Monday night and Chris asked if he could join us on part of our run towards Mudgee on the Tuesday morning.

Day three: Chris generously loaned Terry and Jenny his Mazda MX5 so they could come along for our morning run before returning to Bathurst with Chris to collect their car.

Our morning run took us on great TR roads for a 30-minute drive to Sofala before my car started to stutter and lose acceleration on one of the many hills. I pulled over to the side of the road and it was only a short time before master mechanic Goodall found a coil wire had come away. After some quick repairs we were back on the road again.

CANBERRA *Capers*

Sofala is an historic gold mining village where we stopped for a short walk around the village. It is Australia's oldest surviving gold town which still attracts gold prospectors some seventy years later. From Sofala we drove 40 minutes to Kandos for a short stop. Kandos was created in 1913 to exploit the limestone in the area. It subsequently became a major cement producer and earned the nickname of "the town that built Sydney". The cement works closed in 2011 and the town has become a destination for artists and has a few galleries and art and craft shops.

We drove 7km to Rylstone for lunch. The district was settled in the 1820s making it one of the oldest settlements west of the Great Dividing Range. The town's buildings were constructed in the Victorian and interwar period and include 19th century sandstone public houses, cottages and Government buildings.

Terry, Jenny and Chris left us to return to Bathurst after lunch to check on progress with the car repairs while the rest of us continued on to Mudgee to check in to our accommodation before heading to the Baker Williams Distillery for a tasting.

The Middleton's met up with us at the distillery. This boutique distillery specialises in gin, whisky and schnapps production. We were booked in for a 30-minute tasting of some of their products and received a great incite into the production from one of the distillery's employees. The 30-minute tasting turned into a 45-minute tasting and was very entertaining and well worth doing if you are in the area. The tasting costs \$5 per person and comprises tasting of 7 different products with a total alcohol content of 1-1.5 standard drinks so is not a problem for drivers.

Day four: On the Wednesday morning some of us drove out to "The Drip" which is an area of significant indigenous history. The drip is essentially an overhanging cliff where water makes its way through the heavy soils above to a low point where it was drips out through the sandstone into the river below. It is a 75-minute return trip down a trail lined with magnificent rock formations on both sides of the Goulburn River.

The landscape is beautiful. The walk has a few steps along the way and some uneven surfaces on parts of the trail which may be a little difficult, depending on your fitness level. Some might say that the walk was as much about the journey as the destination.



Gin Distillery – Paul Middleton, Tony Xerri, Claire Brohan, Terry and Leslie Goodall

There are also many wineries in the Mudgee area and some of us visited some of them.

We also visited an olive oil distillery and a tasting of locally produced cheese at the High Valley Cheese Company.

Day 5: Headed off for Dubbo via Gulgong where we stopped to have a look around this historic town. It is home to around 130 National Trust listed buildings including the Prince of Wales Opera House which opened in 1871 and is where Dame Nellie Melba once performed. We were lucky enough to be granted access to the building to have a look around.

The great Australian writer and poet Henry Lawson spent his childhood in this area. Gulgong is also home to some wonderful museums containing many items of interest from the town's past.

From Gulgong we went on to Dunedoo where we stopped for a bite to eat in the local pie shop which advertises the best Dinky Die Dogs Eyes in Australia. Dunedoo also has an example of silo art which is prominent in its main street. From Dunedoo we made the hour-long trip to Dubbo and checked into our motel.



Day 6: We went to the Dubbo Zoo at 9.00am and hired motorised carts to get around the grounds. The carts can be hired for 3 hours and we needed almost all of that time to see the whole zoo. It is a fantastic place and offers great views of most of the animals because of its vast open plains. It has a great breeding program to try and repopulate endangered species. Some of us were treated to a very entertaining territorial ritual

by a couple of Gibbon monkeys. Their cries can be heard three kilometres away and attracted quite an audience.

Some of us also visited the Royal Flying Doctor Visitor Centre where we had a guided tour by a local volunteer before being left to our own devices to explore their hands on displays.

Day 7: After a leisurely morning we left Dubbo on a 45-minute drive to Molong where we stopped for lunch. Molong has several grand colonial buildings in its main street which is heritage listed and has vibrant local galleries and boutiques. The area is also known for its rich agricultural produce.

After Molong we travelled 35km to Orange. On the outskirts of Orange my car again came to a stuttering abrupt stop. Luckily it was alongside a layby where we could get off the busy road. This time the problem was total failure of the coil. Again, Terry Goodall had a spare coil which was temporarily strapped against the existing coil enabling me to continue on my way. The temporary repairs got me back to Canberra where a new coil was put in its place.

Our farewell dinner at the Lord Anson pub as some of our group was heading home the following day. The night turned out to be quite a hoot. A large group of people from Wollongong celebrating a 60th birthday descended on the pub and made a B line for us sweeping us into their celebrations. It was their 5th pub stop of a 6-stop plan so you can imagine what state they were in. Much singing and dancing happened before the end of the night.

Day 8: The McEwans and Brohans left the next morning, leaving the remaining four couples to attend breakfast at the historic Duntryleague House, a former residential estate and now the local golf Club House and course.

The Goodalls left for and the remaining tourers stayed to visit local wineries and enjoy a fine dining lunch.

Day 9: Depart for home. It was great to be out and about in our cars after such a long time. Catching up with friends is a very important part of our club. I would like to make special mention of Tony and Lesley Xerri travelling 11 hours from Port Fairy to be with us.

Coming event

Saturday 18 June, 9am - Breakfast
Venue TBA.

NSW EVENTS *Team*

Even though COVID has definitely not gone away, we have plans to get us out and about in our cars over the coming months. A happy coincidence with Common Ground unexpectedly being closed last month, was that it allowed us to discover an excellent new location for morning teas - Moses Barnes - on the southern side of Sydney.

There is ample parking at the back of the new venue in Picton. We have a lunch at Menangle in June as well, so you'll need to be on your toes to ensure you arrive at the right location and the right times this winter.

Runs in June & July 2022

10-13 June

WVVMC June Long Weekend Rally, Wagga

- Enquiries and full details, including entry forms available from wwwvmcinc.wordpress.com Wagga Wagga Veteran & Vintage Motor Club

26-30 July

Xmas in July

- Singleton, Quirindi, Willow Tree and Mudgee run
- Enquiries Kerrie Holliday

Coffee Mornings and Lunch in June & July

Every Wednesday
10am

Tathra Pub, 8 Bega Street, Tathra

- Morning tea
- Enquiries Bob Watters, Sapphire Coast Chapter

1 June Wednesday
10 am

Pie in the Sky, 1296 Pacific highway, Cowan

- Morning tea
- Enquiries Andrew Ross

5 June, Sunday
8am

AutoBrunch, St Ives Showground, 450 Mona Vale Road, St Ives

- Sunday cars and coffee
- Enquiries nsscc.com.au

15 June,
Wednesday
Midday

Menangle Country Club, 170 Menangle Road, Menangle

- Lunch
- Bookings required to Jenny Hicks at hicksjenny50@gmail.com or call

3 July, Sunday
8am

AutoBrunch, St Ives Showground, 450 Mona Vale Road, St Ives

- Sunday cars and coffee
- Enquiries nsscc.com.au

6 July, Wednesday
10am

Pie in the Sky, 1296 Pacific highway, Cowan

- Morning tea
- Enquiries Andrew Ross

20 July, Wednesday
10am

Moses Barnes, 89 Arglye Street, Picton

- Morning tea
- Parking available behind venue, walk through to the café
- Enquiries Jenny Hicks

UPCOMING EVENTS

24 August,
Wednesday

Two Ferries Mangrove Mountain week day run

- Lunch
- Details TBA
- Enquiries Andrew Ross

September

Southern Highlands Daffodil Spring Garden run

- Date and Location TBA

11 September, Sun-
day

All British Day, the Kings School, 87 Pennant Hills Road, North Parramatta

- Display only without the school's usual Art Show or Spring Fair
- Food and drinks available

13-16 October,
Thursday to Sunday

TR Register National Meeting Merimbula NSW

- After Tour Sunday 16 October to Thursday 20 October
- Enquiries Bob Watters

SAPPHIRE COAST CHAPTER

Bob
Watters



Since the last report the unseasonal rainy weather has curtailed outings with Wednesday coffee meetings being the only activity.

A few Chapter Members had planned to attend the National Motoring Heritage Day at Bombala however rainy weather once again intervened. It's hoped that a planned lunch catch up at the end of the month with the Triumph Car Club ACT is not rained out.

The Sapphire Coast Chapter meets every Wednesday morning at the Tathra Hotel from 10.00 am. Visitors welcome.



SOUTH AUSTRALIAN *Report*

Out and about in April

Our informal monthly run was attended by six enthusiasts: five TRs and the Dart SP250.



L→R Geoff Bills TR3B, Mike Smith's TR3A (new member), Trevor Lindsay's Daimler SP250



L→R Dennis Hawkins' TR3A fronted TR2, Ian Ridley's TR3A, Colin Baldock's TR2 Long Door, Peder Van Loeven's TR3A (bought on eBay!)

Out and about in May

A group of five cars and six people partook in a pleasant outing in the beautiful Adelaide Hills on Wednesday 18 May.

We met at the Oakbank horse racing track and travelled to Mount Torrens then to the Mannum road where we went on to Mount Pleasant, Williamstown, Gorge Road to Cudlee Creek. We enjoyed a light lunch at Cudlee Creek Cafe, sitting outdoors in wonderful sunshine.

Participants:

- Peter and Jacqui Ruta red TR3A
- Ivan Powell green TR2 (ex Laurie Cousin)
- Dennis Hawkins TR2/3A ex race car
- Trevor Lindsay Daimler SP250
- Geoff Bills TR3B

The only incident was Dennis Hawkins running out of fuel on the way home.



L → R: Peder Van Loeven, Trevor Lindsay, Colin Baldock, Geoff Bulls, Ian Ridley, Mike Smith



TRs at Mallala Historics



CONCOURS *Update*

Concours planning continues with **55** registrations received at the time of writing. Remember you can register now and pay for the functions 30 June. Registering early greatly assists the organising team.

55 Concours
Registrations

The Concours cannot function without judges. Ian Cuss will be Chief Judge this year as Peter Standen is unavailable. Ian welcomes volunteers to this important facet of the event. If you haven't been involved before don't worry as novice judges are teamed with experienced ones to learn the ropes. This is a great way to contribute to the club and increase your knowledge at the same time.

As well as the regular Concours raffle, this year there will be a special raffle.

The prize: An original oil on canvas painting featuring a TR in a period setting. Created by local artist Paul Dion pictured right. Dimensions: 700mm X 500mm.

Tickets: \$5 each or 5 for \$20 at Concours

Available to all members (not just Concours attendees).

To purchase, email Bob bobtr3@gmail.com and send:

- your name
- address and
- number of tickets required.

Payment: Direct deposit



A confirmation email with ticket details will be sent once payment is received. Prints will be available - details in next *Sidescreen*. All proceeds to local charity.

Westpac BSB 032087

Acc 152432

Reference: Raffle and your name.

Presentation dinner

The theme for the presentation dinner will be **NAUTICAL** which gives plenty of scope for those who like to dress up. Anything from Ancient Mariners to Yachties and everything in



REGISTER NOW for the Concours - don't pay until 30 June 2022



As is usual March was a pretty settled month weatherwise and was able to provide ideal touring conditions for the Triumph Tasmania Tour which took place between the 18 and 28 March. During that time sidescreen numbers in the state would have increased by nearly 50%. Six of our members plus partners were able to catch up with the tour group in various places.

On Thursday 24th the tourers visited our most southerly member Lance and Jenny Hadaway at Dover. The following evening Martin and Daphne Osborn and Stephen and Ginetta Rochester joined the group for dinner. Stephen was able to provide a lot of assistance when one of the cars got to a fail to proceed situation earlier in the week. In the north David Pearce and Hugh and Jude Maslin met up with the tourers at Miena on Saturday 26th while the same evening Jeff and Shirley Mount and DP dined with the group at Deloraine.

Run to Deloraine via Miena - Saturday 26 March 2022

- Two car run Hugh and Jude Maslin in the TR2; and David Pearce in the TR3A.

With a sunny day ahead we got away at 11am travelling through Longford and Cressy and then up and over the Poatina zig-zag onto the Great Western Tiers. We continued on Poatina Road which runs between the eastern side of Great Lake and later Arthur's Lake on the left till we reached the T-junction with the Lake Highway which runs from Melton Mowbray in the south through to Deloraine.

Having come 82km from Longford we turned westwards and another 9km brought us to Miena which lies at the southern end of Great Lake. There are a lot of shacks and permanent residences in the area and a couple of hotels with fishing the main attraction. Here we pulled up at the Miena Hotel or Central Highlands Lodge for an excellent lunch and view of the lake.



In the meantime we had been in contact with the Triumph Tasmania Tour party from the mainland and awaited their arrival from Bothwell arranging to meet them at the Great Lake Hotel a few more kilometres along at the T junction with the Marlborough Highway (a misnomer). It was good to catch up with the tourers and familiar faces not seen Ballarat 2019.

After refreshments we joined the tour party for the 69km run to Deloraine initially running across the Liawenee Moor passing over a couple of stock grids and through Liawenee. Liawenee has a police station and regularly features as the coldest place in Tasmania on the nightly weather report -7°C overnight Friday 20th! Continuing on along the western side of Great Lake there are some hamlets and shacks.

TASMANIAN *Report*

Looking back there are some good views of the lake and then coming down off the Western Tiers there are some spectacular views of Projection Bluff and Quamby Bluff on the left, Liffey Bluff on the right and in the distance Drys Bluff. There are a couple of parking areas in the vicinity to pull off for. The descent then goes down through Golden Valley before coming out onto the farmlands surrounding Deloraine.

Here we left the tour party and headed east for Launceston some 50km away. All up the loop for me was some 142 miles (227km). A very scenic day's drive of which I am keen to organise a run later to do again except in reverse, ie through Deloraine first and not backwards. That same evening Jeff and Shirley Mount and David Pearce returned to Deloraine and joined the tour party for dinner at the Cruzin' in the 50s Diner which they kindly opened up on the Saturday night. The décor is very much "garagenalia" with a US bias.

Picnic at Ross - Sunday 1 May 2022

A fine and sunny day for the annual Picnic at Ross which these days is sponsored by the local traders. Jeff Mount in the E-Type, David Pearce in the TR3A plus Mick Sullivan and Jenny in the Westfield met up with the Longford based Flying Mile Cruisers at Ernest and Ernestos Café before setting off for Ross.



We took the more direct route going by Panshanger Road from Woolmers and continuing on to Valleyfield Road into Campbell Town while the Cruisers went the longer way going by Cressy and then Macquarie Road. From Campbell Town another 11km into Ross with major road works currently underway. In days of yore, the Campbell Town straight was a favourite place to press the pedal to the metal and find out what your car's top speed was.

Numbers at Ross were down somewhat, there being other events on elsewhere such as the MG May Day at the NAMT motor museum and Don Mario's Coffee and Classics at George Town. However, the local bakeries, cafes and Man O Ross were well patronised as were the craft and second-hand businesses. Car-wise there was a fairly standard line-up of various Holdens and Fords, four Leyland P76ers all in good nick, lots of Minis and Minors as well. The only two Triumphs were the TR3A and a Stag.

An interesting one was the Simca Vedette V8 Beaulieu. A barn find in appearance the underside and engine bay had already been restored with only some body work, paint and interior trim to go. The engine ticked over sweetly. The eye catcher was the red with white 1959 Chevrolet Corvette with lots of chrome. Jeff and I headed home the way we came in company with a couple of the Cruisers leading the way in a Riley Pathfinder and a Citroen Light 15 at a good pace. For the TR3A another 95 miles for the day.

Targa Tasmania 2022 - Tuesday 26 April - Sunday 1 May 2022

This year's event was scheduled as the 30th Anniversary edition having commenced in 1992 and the 2020 event being cancelled. Being a significant milestone it attracted a massive 500 car entry list across 10 different categories with more than half the field doing the various tour events.



Following the tragic loss of three lives in last year's event, MSA handed down a 61 page report with 23 recommendations to be implemented by March 2022 including a maximum speed not exceeding 200 km per hour.

Day One - Two Targa Stages TS with the first travelling through Hillwood on the East Tamar and TS2 saw a return to the streets of George Town.

Day Two - Six stages towards the north west scheduled with lunch taken at Sheffield.

Tragedy struck again and a life was lost when the Lotus Exige of Tony Seymour (from QLD) left the road on the second last stage of the day "Mount Roland."

This accident led to the suspension of any further competition with participants invited to continue in touring mode. MSA have subsequently suspended all Tarmac Rally Competition pending investigations. It was pleasing to see the Triumph marque reappear this year with three entries.

Results for them at close of Day Two.

Shannons Thoroughbred

#422	B.Burke / P.Burke	ACT	1970 Triumph Sedan		
Total time	58:04	Overall position	11th of 12	Overall margin	35:16

Shannons Classic Handicap

#567	Jon Williams/Tim Ramages	SA	1969 Triumph Mk 1 2500 PI		
Total time	48:31	Overall position	14th of 24	Overall margin	06:18

Shannons Classic GT

#683	Craig Haysman/Julie Boorman	SA	1979 Triumph TR7 V8		
Total time	45:33	Overall position	9th of 15	Overall Margin	04:08

Coming Events

13 June 10am - 2pm	British Classics Launceston <ul style="list-style-type: none">NAMT18 Lindsay Street Launceston
15 - 18 September	Baskerville Historics <ul style="list-style-type: none">Baskerville Raceway

SKID PAN TRAINING

Triumph Sports Owners Association (TSOA) again leads the motorsport community by providing a Come and Try Day on the Winton skidpan on August 20th. This provides a unique opportunity for everybody – yourself, your partner, kids and grandkids – to improve their driving and car handling skills.

Children over 12 are welcome in these events which are designed to be enjoyable for all the family with a special emphasis to include young people, sons, daughters and relatives to participate in a supervised and educational day of learning about car control in a safe and controlled place.

- 20 August 2022
- Winton Raceway skidpan
- Contact Bill Revill for more information





Images provided by participants of the Gippsland Gallop 2022, 10 April. More Bill Revill's report on page 10.