



Journal of the TR Register of Australia



No. 95 December 17/ January 18



TR REGISTER AUSTRALIA EVENTS



National

Oct 19-21 2018– National Concours Adelaide

Oct 22-24 2018 —After Tour

Victoria

Dec 3– Christmas breakfast

Dec 5– Meeting **Cancelled**

Jan 7 2018– Happy New Year Coffee Run

Feb 6 2018– Meeting

Feb 10 2018– Drive Your Triumph Run (Saturday)

NSW

Dec 3 12 noon – Christmas Party 17 Hume Rd Lapstone

Cars and coffee St Ives Showground – 0800 till about 1130

Dec 6–Pie in the Sky morning tea

Dec 27– TSOA NSW City Lights Picnic 5.30 Clarkes Point Reserve Woolwich

Jan 26 2018– Australia Day Malfunction @ Mal Munro's Yerrinbool

Feb 4 2018 – Cars and Coffee St Ives Showground

Feb 7 2018–Pie in the Sky morning tea

Feb 20 2018– Committee Meeting Concord RSL

Queensland

Nov 26 –Christmas lunch Cleveland Grand View Hotel

ACT

Feb 3 2018– Breakfast gathering

Front Cover Photos: Terry Hicks
Back Cover Photos: Paul Mc Ewan

Tasmania

Mar 25 2018– 12th Devonport Show

May 20 2018– PVCC Picnic at Ross

PRESIDENT'S MESSAGE

Hi everyone, HO! HO! HO! and seasons greetings to you and your families.

I hope you all have some nice plans for Christmas and enjoy the festive season. It's also a good time of the year to get out in our TRs and hopefully get along to one of the Register celebrations being held.

After such a successful National Meeting and Tour in Tasmania I am sure members are looking forward to the next Nationals to be held in Adelaide and touring in South Australia. Check out the information and booking forms on our website. Get in early so you get the best rooms and help the organisers plan your next event and make it another success. You will have a really good time with the events the SA committee have spent much time doing the planning for.

Testing our cars on such an extensive tour showed up at least a few items that have been added to the list things needing attention to our loved TR. It amazes me for instance, that how for a rather wet country like England, cars would have such poor windscreen wipers and they leak. Our cars seemed to have been designed with some of these failing characteristics. We tend not to drive our cars in wet weather but during our National Meetings and tours when we encounter bad weather, deficiencies in original design or with our restorations show up.

Travelling home we encountered a whole morning of very heavy rain: we found over 82kmh water started dripping in between windscreen and soft-top.... ie slow down! We also got water on the driver's side, so at home I tried to simulate the rain with a hose and found the air slots at the back of the bonnet let water run down onto the bulkhead over the regulator and the pedal box. The water then dripped through the bolts, access plate and screws which weren't originally sealed... some silicon and makeshift neoprene gasket seems to have solved the problem, but if parked during rain, suggest parking with the front aimed downhill.

Another leak was into the boot. Water overflows the seal if it isn't hard up against the boot lid, particularly at the corners near the drain holes. The seal should be at least level with the adjacent body. Having an early 3A, the seal fits into a channel so, using special rubber to rubber glue and shaping some rubber, the seal lifted stopped the leak.

I hope these tips may help someone else and something to look at over Christmas if you have similar problems.

I hope you all have a happy and safe Christmas and a TRiffic New Year.

BesT Regards,

Russell Holliday, President

EDITORS REPORT

Firstly thank you for the various articles and reports. The articles that reflect on the trials and tribulations of owning a TR make great reading.

A bit of mundane housekeeping.

This magazine will come to you as a PDF online and a printed copy in the mail. If you have renewed you should get both.

If you only get one and not the other please contact me or Rick to check out the problem.

The post Tasmanian Concours magazine last month was only sent as a PDF. If you got a printed copy it's a miracle.

There are some people we are following up on and hopefully will renew. At this stage they will receive a PDF online till all is resolved.

Beyond that we wish you a Very Happy Christmas and New Year.

Terry (and Jenny).

MEMBERSHIP REPORT

Hi Folks,

What a great weekend in Tasmania, very well done to all the organisers and what a great location and selection of cars. Since that weekend we have been chasing the last few members who have not reviewed, with reasonable success.

The name badges are on order and should be sent out by Xmas.

Please send all renewals and queries to

TR Register Australia

PO Box 457

MOUNT MARTHA

VIC 3934

Only 2 new members in this period, and as in previous report NSW the only state where TR ownership is flourishing :-

NSW – Michael Robson from Urana with TR2 restoration

NSW – Tim Hurst from West Pymble with last TR engined Morgan delivered in Australia.

I would like to thank the committee for my Life Membership, and wish them and all club members a safe and healthy Xmas and New Year.

Tony

Dear Triumph Club,

Last year I reached out to as many Triumph Clubs as I could find around the world, encouraging everyone to celebrate Sir John Black's Birthday on February 10th, the man who bought Standard/Triumph after WWII and built many of the Triumphs we enjoy today.

I received a great response with close to 150 photos sent to me from all over the world: Australia, New Zealand, South Africa, Finland, UK, across the USA and more.

It's that time again to send out my request so it can be published on club websites, calendars and newsletters.

The concept is to go for a drive in your Triumph: on a country road, out to lunch, to the market, to work, where ever. Go for a drive alone or with a bunch of fellow Triumph Club members. Take a spouse, buddy, child, grandchild or dog. Go for a drive and then take a photo. The photo is mainly of the car, ideally in a cool spot or in front of a landmark, also in front of a market, hardware store or workplace is all-good. Then send me the photo with basic info: name and place photo was taken and the year & model of the car. Remember, this is a photo taken on February 10th.

Last year I posted all the photos online, <https://ttsc.shutterfly.com/pictures/3178>, and a large selection were published in the US national magazine of the Vintage Triumph Register, <https://vintagetriumphregister.org>

If you live in part of the world where your car is stored for the winter, or your car is in restoration, you can still participate. Take a photo of the car in the garage and send it in.

I've set up a special email address to send photos: driveyourtriumphday@gmail.com

Regards,

Rye Livingston

Activities Chairman

Triumph Travelers Sports Car Club

TOADSTOOLS

Author: John Pike

THE WHEELS ARE FALLING OFF

Those of us who prefer wire wheels on our TRs know the importance of getting the spline adaptors the right way round. Many are the stories of those who got their lefts and rights mixed up, and were rewarded by the sight of a wheel disappearing into the middle distance, as the knock-off parted company with the rest of the car and the wheel followed suit. The fact that the knock-off has the side it's supposed to be on, and the direction to undo it etched into the chrome can be overlooked, particularly if the device is somewhat worn.

It obviously pays to check very carefully when replacing the spline adaptors, especially when the MOSS Award is up for grabs at the National Meeting !! Apart from the embarrassment of trying to steer a tricycle TR there is often the costs involved with repairing the mudguard and possibly the suspension.

I recently came across a different version of this problem. An American TR owner was entering a motorway and accelerating through 45 mph when the left front wheel decided to go off on its own. The difference in this case was that the knock-off was still firmly attached, but the whole adaptor had come adrift. When the wheel was recovered the adaptor nuts were still trapped inside.

The owner of the TR had always taken care to clean and grease the splines whenever he had the wheels off, and tightened the knock-off with vigour - but he hadn't checked the tightness of the nuts holding the spline adaptor in place.

A fellow named Randall Young is somewhat of a TR expert in the States, and has recommended that these nuts be checked whenever the wheels are off, and in any case at least once a year. They should be tightened to 65 ft/lbs with a torque wrench. Randall commented that while the actual physics was a bit hard to explain, because the nuts have right hand threads the ones on the left side of the car will tend to loosen off if there is even a tiny bit of movement. Funnily enough, if the car is fitted with disc wheels the same nuts only need to be tightened to 50 ft/lbs and don't seem to have the same tendency to unscrew. (Don't ask me why, I'm not related to Rob Bradford or Brian Richards !!). My only guess would be that with disc wheels the nuts are on the outside, while with wires they're on the inside of the wheel.

I haven't experienced an involuntary wheel departure, but there probably isn't a lot of warning after a knock-off comes adrift before the wheel escapes. However, if it's the adaptor at fault I wouldn't think all four nuts would let go at once. As the adaptor becomes loose, the wheel will wobble and an alert TR driver will feel the change in handling and should be able to stop while all wheels are still attached to the car.

I guess the moral to all this is for you to make a check of the tightness of the spline adaptor nuts any time you've got the wheels off. This is after you've made sure the adaptors are the correct way round, of course !! If this becomes part of your regular maintenance program you should be able to avoid that sinking feeling as the passenger side of the car drops until the brake disc starts cutting grooves in the road. You will also be able to avoid the cutting remarks from your passenger - and the potential to be the next recipient of the MOSS Award !

Postscript: This article was written before the recent Concours and Tour of Tasmania. During the Tour your Vice President found another way to let a wheel escape from its confines, when the front right wheel departed following a failure of the axle nut. Fortunately, there was minimal damage to the beautiful TR3, and no lasting damage to the occupants after the noise stopped and the relevant blood pressures returned to somewhere near normal. It just goes to show that wheels can sometimes have a mind of their own, and need regular checking to make sure they're fully under control.

And it looks like we have the first nomination for that award at Adelaide next year !! Who will be the next ??

MORE TOADSTOOLS

Author: John Pike

TR TASSIE TOUR DE FORCE

And what a splendid tour it was - showcasing more TRs than had even been seen before in the Apple Isle. Many were the favourable comments from the general populace, and hopefully some of the local TR enthusiasts will be encouraged to complete their restorations and be seen out and about on Tassie roads again.

In any tour lasting nearly two weeks and involving nearly 40 elderly cars, there are bound to be the odd glitches (Pauline Kay mentioned some of them in the last newsletter) - although some of the participants might argue that breaking axles or having wheels fall off were rather more than mere glitches !!

In times past there was great discussion about the various spare parts one should carry in a TR when on a tour. Some people produced extensive lists, possibly in anticipation of doing a complete engine rebuild along the way, and it was a wonder where all these bits could be stored without putting them in a trailer behind the TR. Others were more circumspect (or wise), and reduced the amount of spares carried so that their partners could have access to at least a few more clothes than they were wearing at the start of the journey.

The consensus was that all that was really needed was a mobile phone, a credit card, and to travel in close company with Rick Fletcher, Brian Richards, or Bob Slender. I'm not sure if this was the reason that none of these highly experienced repairers/advisors and overall gurus were part of this touring group, but it did mean that other members had to be called on to provide the necessary comfort and sympathy for those in need.

Stepping into the Fletcher/Richards/Slender shoes, at least as far as electrical problems were concerned, was Peter Standen, who was not only armed with a circuit testing light, but (unlike me) knew how to use it. So when John Johnson had an issue with the overdrive on his TR3, Peter was on hand with his trusty light and was able to guide John through the trouble-shooting process.

Then in Hobart I managed to lose the keys to Thud, and had no spares. (Memo to self: It will make very good sense to give Elizabeth a spare ignition key, in the interests of lowering stress all round).

Working on the basis that the keys may have completely disappeared, the problem for me was how to hot wire the engine. I had a vague idea that you could run a wire from the positive terminal on the battery to the positive side of the coil, then use the remote solenoid to start the engine. However, this doesn't give you any of the other electrics - lights, trafficators and so on.

Fortunately, as I was sitting morosely in the car trying to figure things out, Peter arrived. After listening patiently to my tale of woe, he advised me to pull the ignition switch out of the dash. This was easy, as I've put a modern switch which incorporates the starter circuit near the overdrive switch. Peter then used his magic light to determine which wires carried the power into and out of the switch. By bridging those wires we got ignition, plus the other electrical circuits, and starting was via the solenoid. The piece de resistance was that Peter also carries a spare switch, to which the appropriate wires were connected, and with the original switch reinserted and the spare tucked up behind the dash, everything looked completely normal again.

So thanks to Peter I would have been able to continue the trip keylessly, with the only real inconvenience being the need to open the bonnet to get at the solenoid for each starting cycle.

However, a couple of hours later I got a message that Stuart West had found Thud's keys where I'd dropped them in the car park. And while I was relieved and delighted to be reunited with the keys, I did feel a pang of regret as I undid the work Peter and I had done - it would have made for a good talking point - the engine running sweetly but with no key in the ignition. (As an aside, I was able to achieve the same result 50 years ago, when I tried to instal a reversing light in Thud's predecessor. This was not a success, as if I turned on the side lights and the reversing switch while pressing the brake pedal, I got ignition without the need for the key. That's another story, but you get the idea about my general level of electrical incompetence).

For those of you contemplating the next tour, may I suggest you include a spare set of keys in your luggage, and as well as the credit card and the phone, you could do a whole lot worse than travel in close company with Peter Standen !!

TR TOURING SPARES

During my 42 years enjoying TRs I have learnt to carry essential spares and tools. Technology is great and getting better but the days of using a mobile phone and credit card as a tool box are long gone for me. If the car stops it is unlikely the NRMA/RACV/RACT etc man or the local garage/REPCO etc will have what is needed to get it going again. They often don't carry a condenser and I know from experience they don't necessarily carry a coil. They surely won't have a distributor cap or points.

The list of issues we all experienced on the Tassie trip that Terry Hicks published last month shows the frequency of the minor problems that held us up at various times. Some owners carry extensive spares and are happy to provide them to keep other cars going. This is great and one of the strengths of the club but there are a couple of major shortcomings to consider. If the cars you happen to be with don't have the spares you need, you, and they, will at the least be delayed while waiting for someone to turn up with the required bit. For the provider of the essential bit, they then don't have it when needed.

Life would be much better for all if each car were to carry these spare parts. They don't cost too much in terms of the cost/value of our cars and they don't take up much room. Most will fit in the spare wheel compartment or behind the boot fuel tank cover. I carry mine in these places and a couple of Tupperware containers in the boot.

Another bit of advice to avoid time working on a car in the sun, rain, wind or beside a busy highway is to have parts assembled beforehand E.g. spare leads on the spare distributor cap and tested on the car. This also reduces the anxiety of the owner of the broken TR when they feel they are holding up others who stopped to help. I felt this way when putting plug leads on a spare distributor cap with other drivers who had stopped to help, and provided the said distributor cap and rotor button when mine weren't serviceable (thanks Stuart West and Mark Stuckey).

Some people carry extras, especially if they suspect a problem or sometimes they just threw in a few odd items. E.g. Bob Fast had a spare clutch and I had a drum brake adjuster which was handy when Johnno's wheel came adrift and one of his adjusters went AWOL. I also carry a spare fuel pump and generator in front of the spare wheel. A spare regulator for those with generators is useful as well as it will stop your car. For those with alternators there is such a variety of them out there you might be better to carry one than try to get one at Smithton, or Temora, or Candelo or other small settlement.

If you have a Lockheed axle car you may wish to carry a spare axle but this list is meant to be the common bits and pieces we should ALL carry.

It is best to carry new spares, but if you believe used ones will be ok take them in addition to the new ones.

Ignition - The usual cause of a fail to proceed is ignition related.

Plugs

Plug and high tension leads (have them fitted to the distributor cap)

Distributor cap

Rotor button (2) for your DM2 or 25D4 dizzy

Points (if fitted)

Condensor Bosch (2) GL103-c (if fitted)

Spare electronic ignition (if fitted)

Coil

Engine

Carbie needle and seat (for the float bowl)

Manifold gaskets

Rocker cover gasket

Top radiator hose

Fuel pump kit or equivalent if alternative pump fitted

A litre of engine oil (can be used in gearbox if needed to top up).

Coolant (best in concentrate form)
Form-a-gasket or equivalent
A length of rubber fuel hose

Electrical

Globes for all lights
Thermal fan switch (if fitted)
A two way (on/off) switch (if a dashboard control fails you can usually rig something up to keep going)
A three way switch to jury rig an indicator switch
Wiper blade/s
Electrical tape (get quality stuff, the cheap stuff will break and won't do the job properly)
Electrical connectors

Suspension/Steering/Brakes

Front wheel bearings (good 2nd hand will get you out of trouble but new is better)
A hub with bearing cones fitted will save much time and angst if a bearing cone has welded itself to the old hub (Getting the bearing off the axle is another problem)
Front hub retaining nut and D washer (they can get lost if a wheel departs company with the car or in a roadside repair in the dirt)
Brake fluid
Tyre valve
Tube if fitted. They aren't readily available in the right sizes.

Various

Nuts, bolts, washers and screws
Fibre washers (A member used some fibre washers to temporarily repair a carbie at Pie in the Sky)
Split pins various
Thread tape
Rainex (for cleaning windscreen when the wipers stop working)
Jumper leads can be handy, although a push start will usually start our cars if they are serviceable.
Tools to effect roadside repairs

Cheers all
John McCormack
TR Register NSW Coordinator and Committee

Hi Guys and Gals

Allison and I would like to extend our sincere thanks for allowing us to tag along on your recent Tassie excursion. We had a great time and met some terrific people along the way. We were unsure as to whether we were breaching protocol in tacking onto your tour but our very good friends Bob and Rob Adams encouraged us for which we are most grateful.

Our fuel usage was much lower than normal as we were idling along for most of the way in an endeavour to maintain the slow pace of the TRactors!!!

We look forward to further involvement with your lot in the future – on the assumption that your members are ok with that of course.

Best wishes for your club and kind regards

Peter Malkin and Allison Gilbert



'PUT A SPIDER IN YOUR TANK'

Does anyone remember the old petrol ads on TV. **'Put a tiger in your tank.'**

Well I managed to get a Huntsman or similar sized large spider in my fuel tank. I have no idea how it got there or how long it has been in there.

I suffered fuel starvation on the way home from Tassie on the Princes Hwy south of Cann River. This persisted till we got to Narooma where I bled the fuel line thinking it had a vapour lock. It went ok the rest of the way home.

I have driven it around home a bit , nothing further showed up.

I decided to join the south coast drive this week. But only got as far as 30k or so north of Bega where the fuel starvation reappeared. I couldn't get up the hills and I knew there were many more ahead. I decided to return to Narooma to get a fuel filter as I assumed it was blocked. I nursed it to Narooma where I purchased the rear filter and changed it. The old one was not blocked but flow from the tank was reduced quite a lot. I bled the line again and all seemed ok.

I headed for home and suffered at least a 100 or so fuel starvation episodes on the trip. The big long hill at the Lake Conjola turn off beat me though. I ended up stuck halfway up with now where to pull off the road. A kind policeman helped and we backed the car down to a pull off point.

Where the car started running again. He suggested to try the hill again. Which I did with him following with lights flashing. I got a little further up this time but managed to limp into the bus bay. I decided to call the NRMA. Which I did, but there was a 90 min wait

I waited for 30 mins then I bled the line again. I called the NRMA and cancelled the call out.

With the car running again I got up the hill and a lot further. But still got the fuel starvation on any of the hills. But managed to get over the top of them all. With a least another 50 or so stops I got it home, although the last 5 klm I had 5 stops.

By this time after a 5.00 am start I was home at 3.00pm and feeling pretty stuffed. I parked it in the garage and had a rest and some lunch.

I pulled the line off the fuel tank and the fuel was only dribbling out. I pushed a screwdriver into the hole and felt a rubbery resistance. I pushed up hard and the offending blockage popped out and fuel gushed everywhere. My finger plugged the hole and then put in the plug I had got out ready earlier.

So now I had the issue of a foreign object in my tank. I drained all the fuel out. Never having removed a tank before I attacked it from the boot.

Stop here, that's not the way they come out. I have since been told.

But I managed to manhandle it free from the boot after bending a few tabs that hold the rear panel in place.

I put fuel back in the tank to slosh it around and empty it into an oil tray. After about 5 times I found the legs head and body of a large spider in the fuel. The head and body still connected were very firm and rubbery. I had found the offending intermittent fuel blockage plug.. I did some more 'fuel into the tank and sloshing and emptying' but found nothing further.

I then checked the interior of the tank with a borrowed borescope, and found it clear.

So I reinstalled the tank from the correct way, after removing all the bits in the way. I also replaced the rubber fuel lines and front and rear filters. I have made the assumption that the electric pump is ok. But have a spare ready just in case.

Its all back together and running again.

Another issue I found earlier was the rubber hose used to join the tank to the filler wasn't fuel hose. It was pretty ragged on its ends. I also thought a bit of this might have been the cause of the blockage in the tank, but I didn't find any in there... Just the spider and it's legs. Rick said it looked like a kit to build a spider in the photo I sent him.



Lessons

1. If you fuel up at a servo first thing in the morning check the nozzle for spiders.
2. Remove TR fuel tanks from the rear seat not the boot.
3. Use correct fuel rubber for you fuel connections.
4. Finally, don't ever put a 'tiger' in your tank, a 'spider' was bad enough.

Ian Wall

TEMPORARILY UNHINGED

Jenny did pose the question, “Do you think the day will come when there’s nothing more to write about TRs?” I said “Some fool will find something new”.

I then went out to the TR, lifted the bonnet and the hinge was loose so I went to tighten it up and it wouldn’t because the thread was stripped. On closer examination I realised that the screws were non matching. A little research through workshop manuals and the writings of people such as Bill Piggott revealed little so I had to do my own research.



Basically the hinges ex-factory were fitted with four grub screws. The short half of the hinge carried two 5/16" X 7/8" screws. The long half carried two 1/4" X 7/8" screws. I have actually encountered screws with Allen Key socket heads but this may have been an aftermarket upgrade. The major problem is that the hinges have always been made of diecast or tin pot or muck metal or whatever you call it. This material is neat and cheap but does not hold a thread well so they strip, particularly the bonnet which being heavier places a greater strain on the hinge. Some people attempt to affect a repair by drilling out and retapping. Usually this involves moving up a size in UNF though some try UNC and some desperates have tried Metric which is totally unacceptable. It is better to buy new ones.

Beyond that they do not readily chrome plate. They will for a while but ultimately they start to pit. I believe that the originals were better plated but still pit in time. Perhaps for this reason and to save money they were originally painted. This ran through to July 1955 when TS7229 was the first TR to sport chrome hinges, but only on the bonnet. The boot had to wait till October 1955 when TS8637 emerged resplendent with a full set of chrome hinges. I am sure that the concours judges keep an eye out for that.

Of course this could all be avoided by producing the hinges cast in brass which holds a thread well and plates very nicely. There was mention that The Register has a set of such hinges, factory prototype unplated. Mal Munro (2nd hand parts Operations Manager) has assured me that the containers do not contain anything of the sort. It is just a myth like the Tasmanian Tiger spotted at Dove Lake on the Tasmanian Tour.

There are a few other matters. There are four variants. Front Left and Right and Rear Left and Right. The front and rear are identical but the rear has a brass domed bump stop whereas the front is plain. The left and right are definitely non interchangeable and if confused the casting will snap. One has to look underneath to spot the slope of the bevel which will match the slope of the bonnet/boot. On original hinges it appears that right hand was stamped with a 1 and left hand with a reversed 2 but this does not appear on any reproductions. There are no casting numbers which may assist in identifying any missing commission numbers. I do however note that I have sighted a new set from TRF that has cast numbers 560676 R/H and 650024 L/H. Mind you that casting appears on both LH and RH hinges so it’s not much help.

The two halves are joined by a brass pin. Normally it works well enough but it can migrate sideways. This usually involves the boot rather than the bonnet because the boot gets opened more often, particularly when, say touring Tasmania. John McCormack’s boot hinges have been quite stable since 1954 but started to migrate. They are easily replaced by a nut and bolt or a piece of wire till some Loctite can be applied.

That is the extent of my research at this time. Additional information happily received.

Terry Hicks.

THE DORETTI PAGE

PROGRESS ON 1269. THE "BARN FIND".

After getting the car home from Adelaide we (my brother Warren and I) have stripped and repainted the chassis. The chassis is made from Chrome Molybdenum steel, so is not subject to rust. The inner body and aluminium panels were sandblasted (water jet with garnet) and painted here at home in Wamboin. The sandblasting was done on our premises and is highly recommendable.

Suspension has been rebuilt, instruments refurbished and set in the instrument panel.

Over winter work has slowed down considerably, but now spring has arrived we are getting re-generated.

The car has engine and gearbox installed and the engine has been started and run. There-in lies a bit of a story. We had a bit of a bodgie set up with the petrol in an open tin can, sitting above the carburettors. Definitely not recommended. This was O.K. for a while until I turned my back, and there was a series of mild explosions. Scared the hell out of me, but it turned out the petrol was O.K., the popping was the baked enamel that had coated the exhaust manifold had blown off under the heat generated and broken into small pieces. Obviously a poor quality of baked enamel.

The car has been completely rewired with an authentic wiring loom from Autosparks in England.

The next job is to fit the aluminium panels as best we can and hand it over for panel and paint, so it is out of our hands probably into the new year.

As for chassis no 1126, it is in the hands of the spray painter, so we probably won't have that back until after Christmas.

As an aside, I have never been able to establish which Doretti ran in the Australian Tourist trophy event at the 1956 Australian Grand Prix . It was owned by a Sydney dentist (R,Starr) and driven by L.Cosh. If any one can shed a bit of light on this it would be great.

Paul McEwen

PERTH 2020?

John Johnson is floating the idea of a rally to Western Australia with the idea being to gauge the level of interest.

He is proposing a time frame of around three weeks with the costing including freight, accommodation and fuel. At this point he believes the cost would run to approximately \$7000 dollars per couple.

He is thinking of March 2020 as a possible time. He is asking for input.

Please contact John with your thoughts.

SAPPHIRE COAST CHAPTER DAY RUN - 21 NOV 2017

The SCC headed off at 10am on Tuesday 21st to have a look at the progress on Stuart Baillie's TR2. Four cars left Kalaru: Bob & Cherryle Watters TR3, Dave Burns MG, Terry & Lesley Goodall TR3B, Rick & Joan Fletcher TR3A

Weather was kind all day. At Stuart's place Liz provided morning tea for the group and then we headed for the workshop to gaze at the chassis and the body - still in early stages. The car had had a varied life arriving in Paris (?) as CKD and then to Sri Lanka where it was still fairly incomplete. Bodywork was done by the locals to various standards but it is complete and will rebuild just fine.



Various advice flowed back and forth. The rear panel had been modified along the way to include turning light blisters and these will probably remain. The front apron is in excellent condition and enough bits are on hand to complete an overdrive gearbox.

Dave Burns MG, Stuart Baillie (TR2 to be), Bob Watters TR3, Terry Goodall 3B



We headed off to Oaklands for lunch at 12.30 and the cars attracted a bit of attention.



Stuart had to resort to his Honda "TR" for the remainder of the day when we did a short run from Pambula to Wyndham, then Candelo for afternoon tea. It is always a lovely run through the Bega valley especially after recent rain following a very dry winter.



Rick Fletcher

QLD REPORT

Plenty of action this month for six cars that made it down to Tasmania. We met up at Tenterfield on Sunday 15th October and then continued on via Dubbo and Narrandera to Melbourne.

Fortunately no serious incidents on the way down or on the way back, but unfortunately Bob Fast was one of three cars to break a rear axle half shaft in Tasmania. Thanks to an RACQ Membership, the car, Bob and Joyce made it back to Brisbane on free tickets. It pays to belong!

Ian and Sue McIlesh brought back a sidescreen to Brisbane that they had purchased a few weeks earlier in Launceston. Ian's car had a whirring sound like a 1200 cc motor bike which turned out to be a failing water pump. Thanks to Bareco a replacement was available and fitted in the car park of the hotel. They finished the tour and the return to Brisbane without further incident.

We are looking forward to our Xmas lunch at the end of the month and expect about 30 people to attend.

Peter Clarke

CANBERRA CAPERS

Hi Everyone.

We had our annual Christmas party on 25 November with 22 people attending, including 4 couples from interstate. It was a great night with the obligatory appearance by Santa who had secret Santa gifts for everybody. Most of the recipients were pleased with their presents, with only one (Tony Xerri) voicing his total disappointment with what he received. Santa has a long memory (or used to have) so this could result in further disappointment for Tony in future years!

On the morning of the party 4 of us took our TRs up to Goulburn to display them at their annual fund raising event for Kids with Cancer.

The display mainly consisted of Fords and Holdens of all description with some really beautiful cars on display. There were about 80 – 100 cars in total, a small number of which were show cars but most others were lovingly restored and driven regularly by their owners. There was a sprinkling of British cars with our TR's dominating the numbers for a particular car brand with a Jaguar, Morris Minor van, 1927 Hillman and a 1930's MG making up the rest. I ran into one man who was very interested in our TRs and expressed a strong desire to own one. I told him about a local Canberra TR2 that is for sale and advised him to keep a look out on our website where he could find details of that car or any others that might be advertised for sale. Maybe another member on our books soon? It was a nice morning and the organisers appreciated us coming along to support the fund raising event.

Coming events

There will be a breakfast gathering on Saturday 3 February 2018 at Casuarina Sands at 9.00am. There are BBQ facilities available and it will be a BYO everything event.

I am in the process of organising a South Coast run, most probably for 3 or 4 nights in March 2018. I will provide more details as arrangements progress.

I would like to take this opportunity to wish everyone a wonderful festive season and I look forward to catching up with you in 2018.

Kind regards

Peter McEwan
ACT Coordinator



TASMANIAN REPORT

Sunday Morning Run - 19th November 2017

Having been enthused by recent TR events John and Pauline organised a run to the Hazelbrae Hazelnut Farm at Hagley for which they had 4 cars starting. Meeting promptly at 10.00 am were John and Pauline Kay (TR3A), John and Margaret Baker (TR3A), Hugh and Jude Maslin (TR2) and David Pearce (Peerless GT). It was a sunny morning with the temperature on the way to 27 degrees so all the TRs were running with tops down.

We followed the Meander Valley Road (the old Bass Highway) out from Prospect westwards to the outskirts of Hagley where we turned left on to Hagley Station Lane and down the road to Hazelbrae. It is one of the most productive and innovative hazelnut farms in Australia. At the farm there is a café with the menu incorporating hazelnuts in some of the items. Over drinks and eats John and Pauline were able to tell us something about the attrition list from the Tour.

Afterwards the 2 white TRs took the more direct route back to Launceston while the green 3A and the Peerless took a longer way home via the Whitmore roads and coming out at Carrick. All up a round trip of 55 miles for the Peerless and probably similar for the others.

Our Cars

Following the Triumph Tasmania Tour the Kay TR3A had some work done to the front end with new rotors and pads being fitted and bearings repacked and steering adjusted.

Michael Sullivan took the TR Special along to the recent MGCCT Concours which was held at Royal Park and was suitably rewarded with a win in the Category 11 section.

After removing the gear box cover on the TR3A I soon found why I couldn't select 3rd gear; the middle selector for 3rd and 4th gears had separated from the selector shaft. It is silver soldered whereas the other 2 selectors are attached with grub screws. After effecting a fix I took the car for a short run and it worked, so put the gear box cover back and the carpets and the seats and took it for another run and low and behold if the selector didn't separate again so back to the beginning.

Coming Events

Sunday 25th March 2017

12th Devonport Motor Show with MG the featured marque

Entry – devonportmotorshow.com

Sunday 20th May 2017

PVCC Picnic at Ross

The Tasmanian members have been very heartened by the complimentary remarks and thankyou's received from members and partners attending the National Meeting and Triumph Tasmania Tour. We hope that you all got home safely and cars have been restored to full working order.

We wish you all a Happy and Safe Christmas.

David Pearce

VICTORIAN REPORT

Our upcoming events include;

Sun 3rd Dec. Xmas Breakfast. – Studley Park near Boat House. Free BBQ egg and bacon rolls. Meet at venue for an 8.30 start. Numbers attending to Gary by 1st December please. **NOTE CHANGE OF VENUE**

Tuesday 5th December Bi-monthly meeting cancelled due to proximity to Xmas breakfast.

Sunday 7th January 2018 – Happy New Year Coffee Run. Meet Chirnside Park Shopping Centre at 10am for a short run to Yering Meadows Golf Club for coffee and some beautiful views.

Tuesday 6th February Bi-monthly meeting at 1 Guest Road Oakleigh South

Saturday 10th February – Join with TCCV for a drive to Barwon Heads to celebrate Sir John Blacks 100th Birthday. Meet at BP Avalon for a 10am departure. The route details are listed below. Lunch is at the Barwon Heads Hotel. Note this is a Saturday.

February Drive to Barwon Head's Hotel
Celebrate Sir John Black's Birthday
DRIVE YOUR TRIUMPH DAY
Saturday 10th Feb 2018

Meet at the BP Service Centre at Avalon for a 10 am departure.
Rock up in your Trumpy and enjoy a drive for lunch at the Barwon Heads Hotel.
Take the M1 to Geelong (do not enter the By Pass) . Stay left
Cross the Barwon River and turn left onto C121 Barwon Heads Road (Mel Ref 452 A11)
Stay on C121. At a convenient spot the convoy leader will pull over to allow everyone to catch up.
Tail end Charlie will call through when everyone is on the C121 road.
At the Roundabout at Barwon Heads TR onto Golf Link Roads then TL onto Bridge Road.
Cross the next roundabout in Bridge Road and at the next roundabout TR into Ewing Blyth Drive and park in the car park at the Barwon Heads Hotel. Do Not cross the Bridge.

Barwon Heads Hotel
Cnr Ewing Blyth Dve & Bridge Rd
Barwon Heads VIC 3227
Telephone: (03) 5254 2201 or (03) 5254 2918
After lunch spend some time looking around Barwon Heads.

At 3 pm meet back at Hotel Car Park
At 3.15 head off and cross over the Bridge onto C129 Barwon Heads Ocean Groove Rd and follow C129 and at the next Roundabout TR onto Orton Street (Mel 497 G1)
At the roundabout (Mel 484 C1) on the Bellarine Highway go straight ahead and stay on C129.
At the next roundabout (Mel 470 E1) TL onto the C123 Geelong Port Arlington Road and head into Geelong. Name of road changes to Ryrrie St.
At the traffic lights (Mel 452 A3) on Latrobe Terrace (M1) TR, stay on this road and head home. Trust that you have had a nice drive and lunch.

Alternative Option:- On the way back when we reach the BP Service Centre at Avalon we can stop there for a cuppa or coffee.

Happy TRing
Gary Waite

TR REGISTER NSW PROGRAM 2017/18

4 December (Sunday) NSW Christmas Party

26 January (Friday) Australia Day Malfuction 11am

Directions to Mal's Australia Day party, 21 Kent St Yerrinbool.

DO NOT FOLLOW YOUR GPS!!

From Sydney

Travel south down the Hume Freeway.

Approx. 4kms past the Pheasants Nest service station take the exit to Avon Dam, Bargo & Tahmoor.

At the top of this exit ramp turn right on Avon Dam Rd and drive approx. 1km to roundabout, turn left at roundabout into Ariana Rd.

Drive along Lupton Rd, across a small railway bridge to T intersection with Remembrance Drive (approx. 1km) Turn left onto Remembrance, Drive for approx. 1.5kms and turn then right again onto Remembrance Drive, (road widens), sign says Yerrinbool, Yanderra.

Drive along Remembrance Drive (which will turn into the Old Hume Hwy) for approx. 5kms, till you reach signs that say Yerrinbool and 70K. Next turn right into Kent St, and drive to the end of Kent St and Mal's place is on the left at the end.

From Canberra

Travel north up the Hume Freeway

Travel past the Mittagong exit to the Colo Vale, Yerrinbool, Hill Top exit, take this exit.

At the top of the exit ramp turn right on Church St (old Hume Hwy), travel across the freeway and continue along this road towards Yerrinbool.

Approx. 8kms along this road, turn left into Kent St, drive to the end of Kent St and Mal's place is on the left at the end



4 February (Sunday) Cars and coffee St Ives Showground – 0800 till about 1130

7 February (Wednesday) Pie in the Sky morning tea

20 February Committee Meeting Concord RSL

1 March (Thursday) Camellia Gardens and Tram Museum

4 March (Sunday) Cars and coffee St Ives Showground – 0800 till about 1130

7 March (Wednesday) Pie in the Sky morning tea



TR Register Aust. Inc.

19th – 21st October, 2018

National Concours

Adelaide

South Australia



Member - First Name Surname

Partner - First Name Surname

Member - Address

Street:

Suburb: State: P/C:

Member - Email

Member - Phone Mobile

Vehicle Registration State Registered Colour

Vehicle attending with: (Please Tick Box)

☐ TR2
 ☐ TR3
 ☐ TR3A
 ☐ TR3B
 ☐ Doretti
 ☐ Other — Classic Car
 ☐ Modern

Concours Class entering: (Please Tick Box)

☐ Originality
 ☐ Excellence
 ☐ Road
 ☐ Display
 ☐ Restoration
 ☐ Competition
 ☐ Derivative

Concours Bookings:

Accommodation ☐ Y/N Booked ☐ Y/N Dates booked—Accommodation / /18 to / /18
 Hotel Name
 After Tour ☐ / /18 to / /18 PS Marion ☐ (Please tick box if interested in cruise on 24.10.17)

Cost Summary	Per Person	No. Of People	Total
Friday Night Pre-Dinner (Finger Food & 1 Drink pp)	FREE		Dinner at own exp.
Saturday Night Dinner & Presentation (3 Courses)	\$ 75.00		\$
Sunday Lunch— Pike & Joyce Winery (2 Courses)	\$65.00		\$
Total Amount Paid with registration			\$

Payment Options:

Cheque Payable to: Triumph Tours & Concours Events

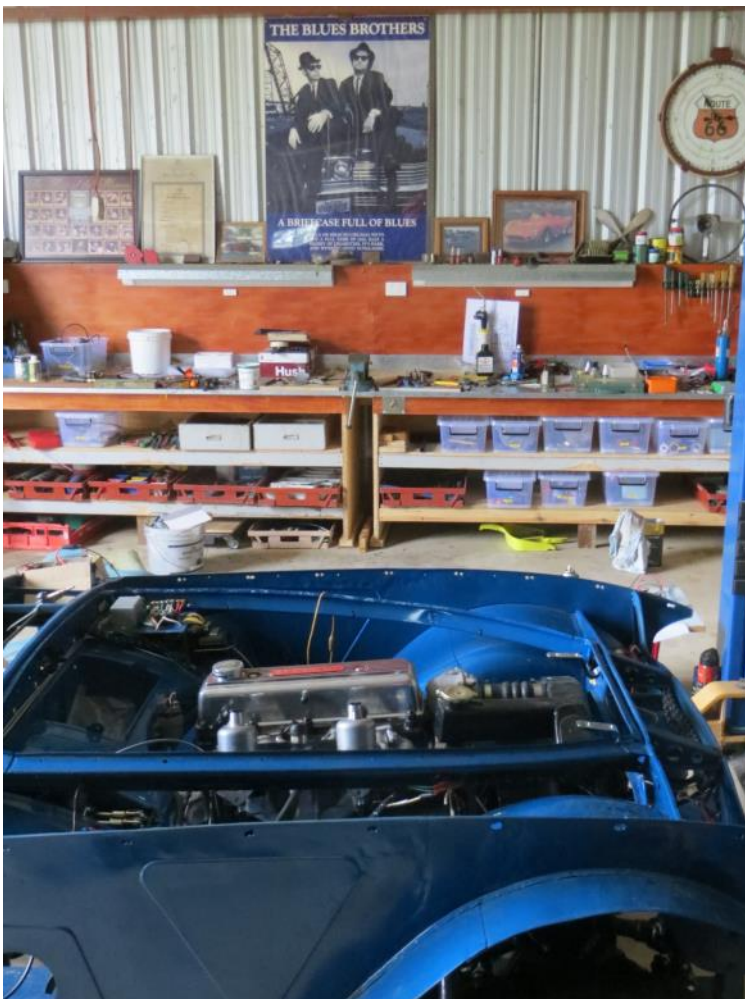
Direct Deposit: BSB 063-554 Account No. 10134143 (Reference of: Surname and /or Vehicle Registration)

Enquiries: David Stephens M: 0448 115 468

Email Entries: Victoria@tr-register.com.au

Mail Entries: P.O. Box 373, Oakleigh Vic 3166

ENTRIES CLOSING DATE: 30th JUNE 2018



The Doretti Brothers' latest project 1269 the barn find.
(See Page 10)