
Sidescreeen



Glen Coutinho's Doretti
Restoration page 12

**JOURNAL
OF THE
TR REGISTER
AUSTRALIA**

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ABN: 95675396315

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Allan Bare, Graham Brohan, Rick Fletcher, Russell Holliday, Bruce Hoskins, Tony Knowlson, Alan Mitchell, Mal Munro, John Murn, David Pearce, John Pike, Gavin Rea, Brian Richards, Bob Slender, Graeme White

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Web Site: www.tr-register.com.au

Note: Rick Fletcher has retired as webmaster.
Please address all website queries to: ross.mcleod@tr-register.com.au

PRESIDENT'S *message*

John
McCormack

Hi all

It has been an interesting couple of months with disruption and sadness for all our members.

The incredibly sad passing of Rob Allan was an exceptionally low point for everyone, especially after we had so recently lost Rob Bradford. I'm immensely proud of the Register members who provided a particularly good turnout at Rob Allan's funeral in Melbourne. David Ferguson has told me that several Victorian members will keep in touch with Gail to ensure she can join with friends on future Register events.

After great expectations for being able to hold NSW events and a national meet in Stanthorpe it all came crashing down due to Covid. It now appears most states have also been stymied, after having quite a few runs and events which have been very well supported. *C'est la vie!*

I was most impressed with Queensland's epic 5,000km or so TT to Charleville, Longreach, Mt Isa and beyond. The cars and occupants performed very well, albeit a couple needed a few roadside and workshop repairs. Well done all.

Talking with Peter Clarke about the Queensland TT reinforced the necessity of drivers carrying some important spares to keep cars on the road when simple problems eventuate. I made up a list of the spares I carry since the Tasmania Concours. It is included in this Sidescreen for those interested. Looking at the list I'm either a pessimist, or my 45 years' experience with a daily driver TR2 prevail!

Stanthorpe is postponed to 19-21 November, the Ballina after tour to 22-25 November. If you had registered please contact Paul Bingham to confirm your attendance on the new dates or let him know you won't now be able to make it. If you want to register now, contact Paul for any available places.

Obviously, the committee will be reviewing the situation in case changes to plans are required. Thank you to the organising team for keeping the spirits and energy up during these uncertainties.

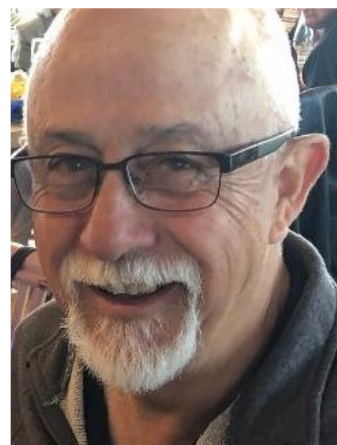
Due to personal circumstances Lesley Xerri has decided not to take on the Editor role so Mary Bird will be our Sidescreen Editor. Terry and Jenny Hicks are going to support Mary while she gets the hang of the job. Mary is Ross McLeod's wife and a new Associate member. I thank her on behalf of the membership and know she will do a great job producing our fine magazine. I also thank Terry and Jenny Hicks for again volunteering their time and effort to continue to be a part of the editor team until Mary is up to speed.

We have gained a few Associate members and, importantly, two of them in Kerrie Holliday and Mary Bird are making a great contribution to Register work. Kerrie is doing a lot of coordinating of NSW events with Andrew Ross, the NSW state coordinator, and Mary with Sidescreen. Being Associate members will help give them the recognition as club members they deserve for their work on our behalf.

I now want to talk about changes in the Register's membership and management and what this will mean for the organisation for the next few years. These changes have already had an impact and will, over the next few years, continue to transform the club.

Membership continues to grow. At last count, we had more than 340 members with more in the pipeline. Tony Knowlson says we have about 45 new members in recent years, plus a dozen or so former members re-joining.

In large part Facebook came to the rescue. A few of us joined the plethora of Facebook groups for British cars, Triumph cars, groups for TR2s and for TR3s etc and have found quite a few owners, many younger, who have subsequently joined the Register.



PRESIDENT'S *message*

John
McCormack

There have also been a few enthusiasts wishing to buy TRs who have contacted me to find TRs and join. A few new members have inherited or taken ownership of TRs from family. These new owners are enjoying the parts and technical support at which we excel. In due course, I am confident they will get involved in other ways.

The growth in membership has been accompanied by a changing of the guard at state coordinator and committee levels.

New state coordinators:	Geoff Bowman (recently rejoined) David Ferguson Andrew Ross	Victoria NSW
Committee:	Ross McLeod	Web Manager
Sidescreen:	Mary Bird	Editor

In the past the Committee was stable with the same members serving on the Committee for decades. The availability of new technology, and a deliberate strategy to use it to broaden Committee membership, has seen profound changes in the management of your club.

A mix of long term and relatively new Register members and the Committee is now vastly different to the one I joined in 2013. In fact it is quite different to the Committee of two and a bit years ago when I assumed my current role.

Relatively recent additions to the Committee include:

- Peter Clarke
- David Ferguson
- Bob Watters (2nd time on committee)
- David Pearce
- Ross McLeod
- Toni Xerri

I expect that over the next few years newer Register members will also join the Committee and take over the various Register management roles. Eventually the more senior Committee members (like me) whose Register membership dates back to the 70s and 80s will move on to be replaced by the next generation.

Quite a few evolutionary changes have occurred since we formed the Register back in 1976 and I believe the next few years will see the club evolve yet again.

Some members might feel a bit sad and nostalgic for the past as the Register they have known for years, changes. I hope they can see it is a sign of a healthy organisation renewing itself and that the alternative, as feared a few years ago, is to wither on the vine.

Diversity in the membership brings with varied involvement in the club. Some newer members are working age with work and family commitments that prevent them participating in many runs and events. Older members may not wish to participate in long TTs or national meets and prefer shorter runs and events. There will be a need to be more weekend activities to cater for members who can only make the occasional event and mid-week runs for the retirees.

Experience with TRs is another variable of new members. Some will be learning about maintaining a TR. The experience of older members who have “been there, done that” will be invaluable. Helping members with their cars will be a rewarding opportunity for many mechanically minded and more experienced members. Personally, I am always delighted to have the opportunity to help members with their cars.

What won't change is the things we do well in: supporting each other, technical advice, spares and social activities that fulfil the Register's objectives. The changes won't occur over night but the club in five or so years could look a lot different to today. The changing membership and management will present challenges and opportunities for the Committee, and indeed all members. We have a lot to look forward to over the coming years.

All the very best

John McCormack, **President | TR Register Australia**

John's LIST OF SPARES

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

- Plugs
- Plugs and coil lead (have them fitted to the distributor cap)
- Distributor cap
- Rotor button (2) for your DM2 or 25D4 dizzy
- Points (if fitted or as spare for electronic ignition)
- Condensor (Bosch GL103-c) (if fitted)
- Spare electronic ignition (if fitted) or a set of points
- Coil

Electrical

- Spare Regulator
- Globes for all lights
- Thermal fan switch (if fitted)
- A two way (on/off) switch (if a dashboard switch fails you can 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
- Wire

Engine

- Carbie needle and seat (for the float bowl)
- Manifold, Rocker cover and gaskets (fit behind the boot panel next to the fuel tank) and Form a gasket or equivalent
- 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)
- A length of rubber fuel hose
- Water pump with pulley in the spare wheel

Suspension/Steering/Brakes

- Front wheel bearing (good 2nd hand will get you out of trouble but new is better)
- 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
- Tube if fitted. They aren't readily available in the right sizes.

Various

- Nuts, bolts, washers (plain, spring and fibre) and screws, split pins, thread tape
- Rainex (for cleaning windscreen when the wipers stop working)

Tools

- spanners
- screw drivers
- pliers
- spanners
- small socket set
- feeler gauge etc

Don't forget - Digital Sidescreens available from the National Library Australia

Trove is an Australian online library database service which includes full text documents, digital images, and lots more.

1. Go to "Trove" <https://trove.nla.gov.au/>
2. In the search box enter "**Sidescreen Triumph**"
3. Note "Sidescreen Online" and image
4. Select "**Read**", then "**Free Access**".

Below, select the text "**National deposit**"

5. Select "**Browse this collection**" (Green box).

Choose from the displayed range of individual magazines to read. Access is free.



Sadly, on 2nd July 2021, Robert Allan passed away in his sleep, aged 71. He was a much loved and loving husband of Gail and father to three sons, Jeremy, Daniel and Sam.

Robert was also the custodian and proud owner of a red 1955 TR2, affectionately named "Rumpole". He was an active member of our club for many years.

In fact, Robert and Gail attended the Echuca Concours before they owned a TR and travelled overseas with Register members to Canada and Alaska in 2012 and Europe in 2014 before taking the plunge into the world of classic cars. This was due to their friendship with Keith and Judy Brown.

When "Rumpole" came up for sale, Robert jumped at the chance and following a very short negotiation, Bob Watters delivered "him" from Queensland to Melbourne!

Robert's first ever drive in a TR then took place, driving "him" from the delivery point in Camberwell to his home in Frankston South.

"Rumpole" was much loved and was driven extensively to national meetings and state events.

Robert always had funny stories to tell and entertained us on our travels. He was convinced "Rumpole" was an oil refinery as "he" always leaked oil but the dip stick never altered!

We travelled to the concours in Tasmania, Adelaide and Ballarat as well as two concours in NZ with Robert and Gail. He had such amazing knowledge of all things mechanical and had a very practical solution to most problems presented to him.

Whenever we needed a spare part, he would raise his index finger and say "I think I've got one of them!" He would then delve into some hidden compartment and find just the right thing.

Robert will be sadly missed by Gail and the boys, along with his close family, wide group of friends and TR Register "family".

Hi Bob

I would appreciate if you can pass on to TR Register membership:

- The Bradford family thanks for ALL of the member support through a difficult period for us, and when the end came, the overwhelming support! We don't know how we can thank you all, but it is/has been definitely recognised and appreciated!!!!
- Thanks to the TR Register for the contribution to Wedgetail - they were absolutely fantastic in Rob's last days!
- THANK YOU for the various tributes through this Sidescreen publication. Rob made sure that I am a member, and whilst I don't think I can match his contribution, I would like to think that I can come at least part way to contributing to the TR community going forward.

We are still acclimatising to not being able to talk to this fantastic man at any time, but we are navigating the path forward. I personally had over 50 years of Rob in my life guiding and advising me through some "interesting" periods, car and competition issues, and I can assure you I miss him dearly - every day!

I look forward to the opportunity to be involved with TR Register activities going forward, and of course being able to meet some of you closest to Rob and have a toast to him!

I fully intend having the TR at Stanthorpe in August, and look forward to meeting you then! Mum (Judi) is intent on being there too!

Thanks again!

Cheers
Steve

Many thanks to all the wonderful TR members who sent flowers, cards, notes and messages of support on Rob's sudden passing.

Rob loved the club and the friendships made. We had so many wonderful trips and experiences in our trusty Rumpole over the 7 years in the club. Many great memories and laughs along the way.

Once again, all your kindness is greatly appreciated.

Gail Allan and Family.

BIRTH CERTIFICATES

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

WANTED

Townsville member Henry Burke is looking to but a driveable TR that is suitable for a rolling restoration. Henry is willing to travel to inspect cars. Contact him on 0408 779 588.

TREASURER'S *Report*

Tony
Xerri

The half yearly results for the TR Register Australia Inc. is nothing short of spectacular.

During this very difficult period because of COVID the members of the "Register" have supported the spare parts division in outstanding fashion.

Like our Olympians the members have Gold! Ray Kasparian unfortunately is in lockdown and is unable to process any orders at this time. Therefore we ask that you are patient during this difficult time.

Results as at 30th June

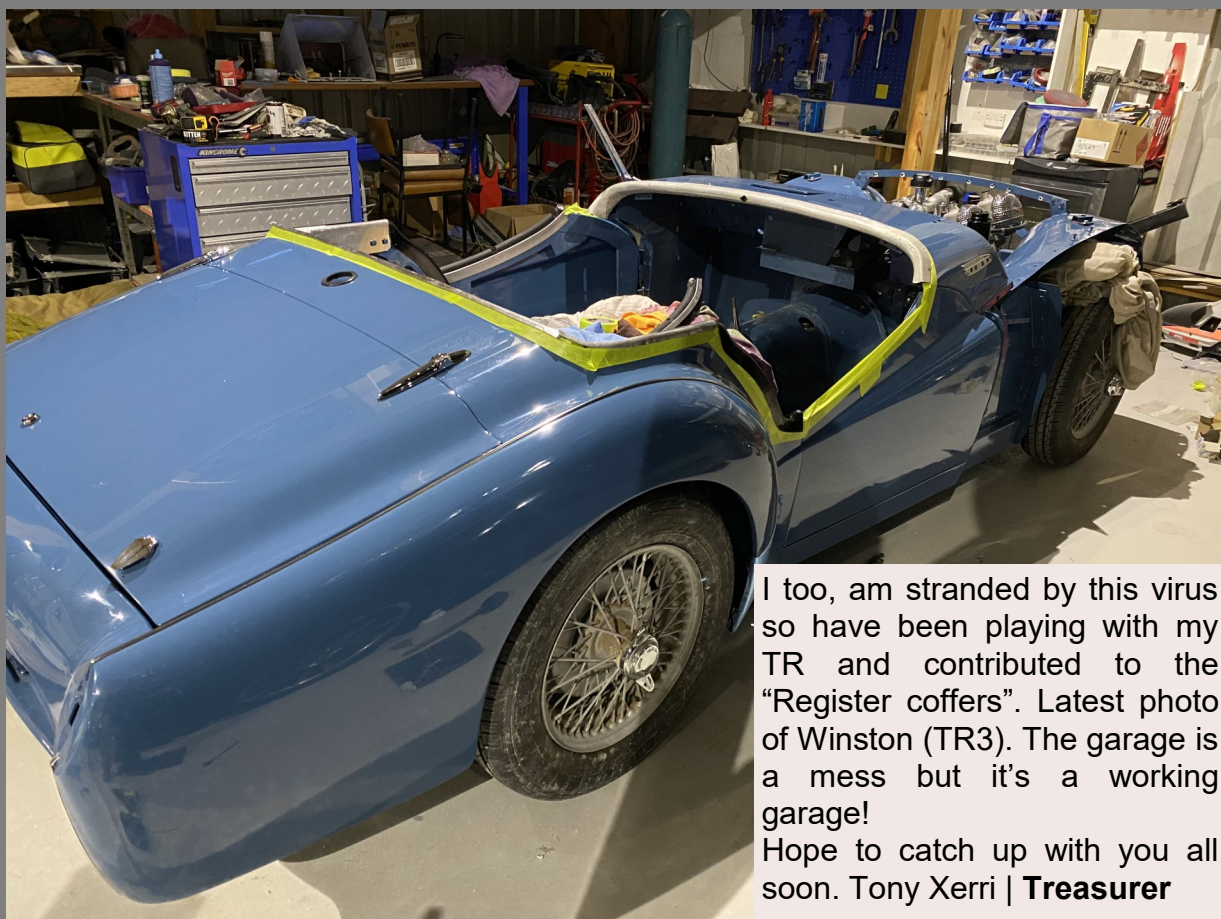
Our Trading Bank Account sits at	\$42,549
Investment Account sits at	\$92,143
Parts Sales to date is	\$43,825 (same time last year was \$29,092)
Overall Receipts	\$56,763 (2020 - \$42,675)
Parts Purchased so far	\$35,664 (down on 2020 - \$36,148)
Overall costs	\$55,885 (compared to \$53,561 for 2020)
Overall Surplus	\$ 878

Considering no Membership Fees we charged this year, this is a great result.

Unfortunately, the Queensland Concours has been delayed for a further few months and anyone unable to attend the October date please contact Paul Bingham and me with your banking details for a refund.

The current Committee has considered ways of improving the membership of the Club taking into account the legal restraints of our Constitution and the Act. Many ideas have been brought up but to make them fit - has been a struggle.

If any of the members have any suggestions (that benefit all members, in all states) then drop any committee member or me an email and we will bring it up at the next Committee Meeting. Alternatively, join us at the pre-Zoom session.



I too, am stranded by this virus so have been playing with my TR and contributed to the "Register coffers". Latest photo of Winston (TR3). The garage is a mess but it's a working garage!
Hope to catch up with you all soon. Tony Xerri | **Treasurer**

MEMBERSHIP *Report*

Tony
Knowlson

Hi Folks

Thanks to all members for sending the updated renewal forms, the response was good and all details checked with the database. All membership cards have been sent out during June so if you have not received the card, please check with me if it is the vagaries of Australia Post or something else.

I would still like to receive the updated renewal forms just to check no details have changed and any updates to your car. It is very easy to forget to tell us if an email changes, new mobile phone number or even removal of home phone etc.

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

TR Register Australia
PO Box 457
MOUNT MARTHA VIC 3934

Three new members have joined:

VIC: Mike Daley from Mentone joined with a TR3A
NSW: John Brock from Warriewood with two TR3As
VIC: Mary Bird from Porepunkah joined as an Associate member.

We had a turnout of TRs at Rob Allan's funeral the other week, at Gail's request. Yet another member taken far too early, thoughts are with Gail and her family in this difficult time.

Tony Knowlson | **Membership**
knowlson@optusnet.com.au

WEBMASTER'S *Report*

Ross
McLeod

Background

As this is my first report, I thought I would give you all a little my background. I started dabbling in programming and databases in the late 80s and early 90s. Since then, I returned to university to complete a post-grad in computer science.

My primary programming language is C++ and I have worked as a commercial programmer on large client server applications. Over the last 10 years I have taken an interest in web applications, and I have completed three commercial grade apps using dot net technology (C#) and SQL Server databases.

Existing Web Site

As you have noticed the TR-Register web site has been changing a little over the past few months. My main aim here is to minimise the amount of time I spend on updates and to make the site scale well to handheld devices.

To minimise the time spent on making updates I have introduced the concept of re-use of resources (i.e., the menu you see on most pages is a single file used across every page). In addition to that you may have also noticed that some pages have a search box associated with it.

On these pages the content is derived from a data file (see Figure 1). This is an extract from the file that is used for the Gallery.

```
2238 {
2239   "firstname": "Ross",
2240   "lastname": "McLeod",
2241   "member": null,
2242   "avitar": null,
2243   "state": "VIC",
2244   "url": "pages/members/mcleod-ross.html",
2245   "status": [ "Committee - Webmaster" ],
2246   "title": "TR3A 1961",
2247   "comment": null,
2248   "image": "pictures/members/mcleod-ross/20201105_174113.jpg",
2249   "posted": "2021-04-23T08:30:00+10:00"
2250 },
2251 {
```

Figure 1 - Data file record

These records are used to create each entry on the gallery page (see Figure 2).

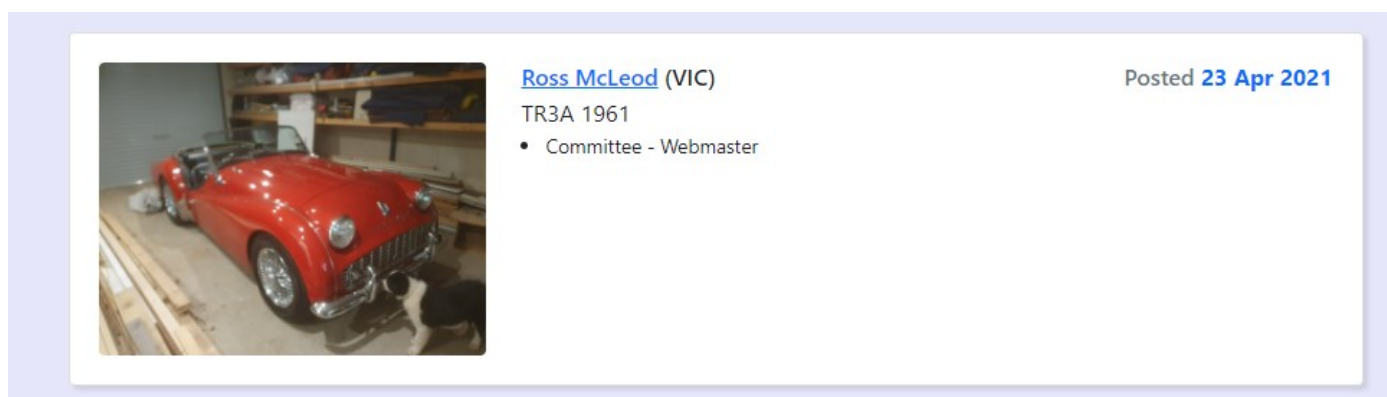


Figure 2 - Gallery file record

This allows me to update members details by simply editing a data file and I do not have to write any HTML (Hyper Text Markup Language - the code behind web pages).

Future Enhancements

In the future I hope to replace the existing HTML web site with a Web Application. This would have several advantages:

- Members will have a secure part of the web site that anonymous users cannot access
- An E-Commerce section which allows membership renewal and the purchase of regalia (**not** for spare parts)
- Members will be able to submit their own photos and stories
- Members will be able to submit their own For Sale and Wanted advertisements
- Integration of the membership and car database
- Integration of the existing site so that no content is lost

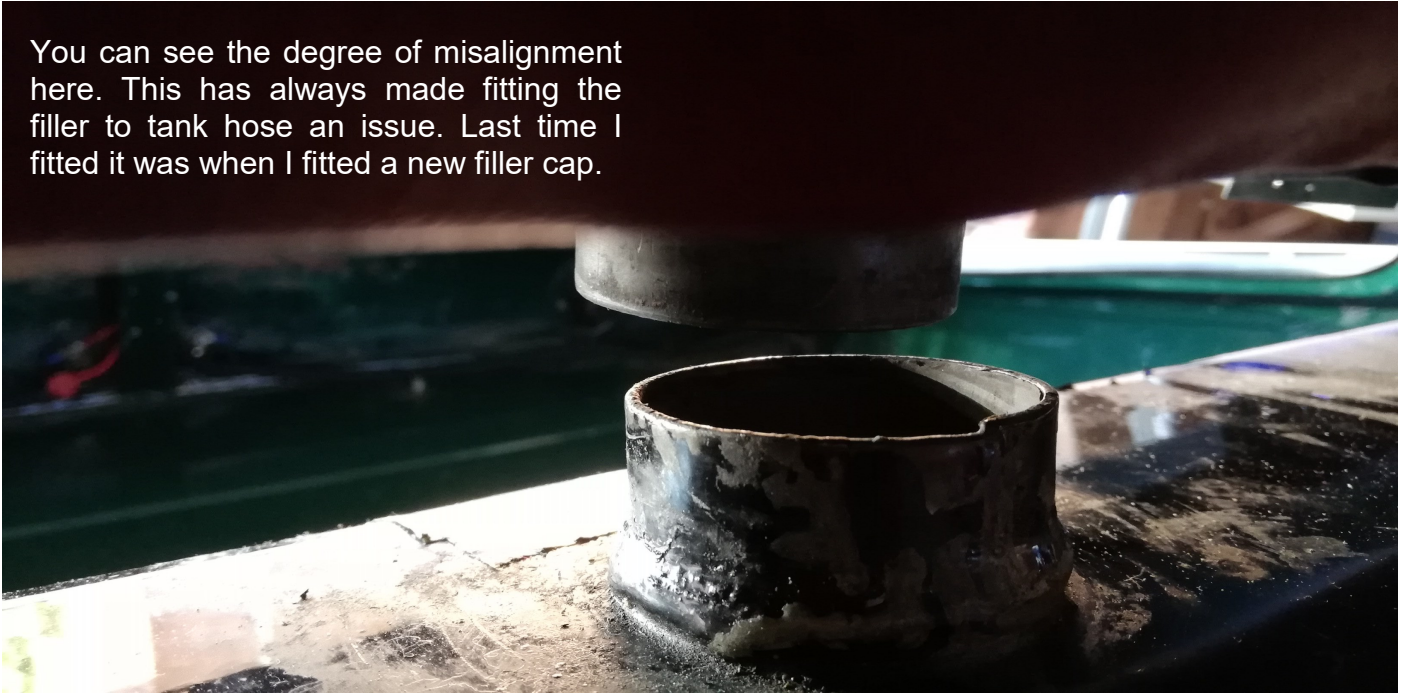
As you probably appreciate, there is a lot of work in this but the benefits will soon become apparent. I am looking forward to helping the Register with this. Any comments and suggestions are welcome.

Ross McLeod | **Webmaster**

My wife has a much keener sense of smell for fuel than me or it may be a life time of working around engines has just dampened mine. Either way, she had been commenting about a fuel smell around the TR for a while so I decided to take a look. I must admit that even I had started to notice the smell getting stronger.

I removed the tank cover in the boot and the swab from the interior to expose the fuel tank. It did not take long to find the problem. The top hose clamp had moved on the hose between the filler and tank. This had left a gap between the hose and filler. The alignment of the filler to tank inlet is poor in my car. I do not know why but it always has even though the body and tank are original and not modified at all.

You can see the degree of misalignment here. This has always made fitting the filler to tank hose an issue. Last time I fitted it was when I fitted a new filler cap.



I had to shorten the hose to get it in and this did not leave enough room for the hose clamp and the slight movement you get when the car is working led to the hose/clamp working loose. I contacted my hose/fitting supplier MSCN (Motorsport Connections) who advised they had a number of fuel hoses.

The first hose offered looked good. However, it would have been extremely difficult to fit due to its wall thickness and tank alignment. A picture of this was produced and a better alternative was found.

What came back was a thin walled, flexible hose that looked perfect. Not only was it flexible but could concertina up to a length that made it easy to fit.

It is a fuel filler hose and classed as fuel safe. Not cheap at \$4.42 per inch but you only need 4". As is my practice, I purchased more than required. Fitting it was easy and I would recommend it to anyone refitting a tank or filler.



No more fuel smells. Looking forward to a happy wife on the trip to Stanthorpe for the concours.

DORETTI RESTORATION



A long time has passed since the last article on Doris. After questioning and prompting from our esteemed editor I thought it best to write another chapter. What was supposed to be the last chapter will now be another one in project Doris with hopefully the last chapter to follow sometime soon.

As with all projects, delays and problems are inevitable and this was no exception. The work on the chrome was finally completed and it was time to start the old girl. After many months of inactivity this was no easy task and Doris was not about to play nice.

First issue: a fuel leak from the carby! This was duly rectified. Then - a brake fluid leak from the master cylinder! All fiddly little problems and all annoying. Finally after much prompting and cajoling - success. She fired up and actually moved under her own steam.

I have to say it was a real pleasure after some two odd years to hear the engine ticking over again and to finally hear Darryl say, "She is ready, come and pick her up ... PLEEEEEASE!"

I wouldn't say Darryl was happy to see her go but I think secretly he was glad to see the back end of a very difficult project. She looked great and was now ready for the upholsterer. So off to Sydney it was to pick her up, then back to Goulburn to get her new interior. However ... Doris was not done being difficult yet!

We got her home and decided it might be best to get her road registered so that we could drive her the short 2km to the upholsterer. A quick check was done of lighting etc to make sure all was working before taking her down for the rego check.

Everything was working and the car was duly booked in.

Project Doris Part 5

Glen
Coutinho

When the day came to take her down, Doris decided, "NO! I'm not going."

Dead as a door nail with no power from the battery. After a lot of head scratching, we cancelled the rego check, went down to Repco and started getting acquainted with a test light.

Now I'm no sparky so this was all new territory for me but after a few days of searching we finally traced the problem to a bad earth. Problem rectified! The car fired up straight away. The rego check was booked in again but Doris was not done yet!

I thought I would drive her up and down the driveway to make sure everything was okay and suddenly the brake pedal went all soft on me. Hmmm! Cancel the rego check again and start checking: fluid - okay, no leaks. Again, a lot of head scratching.

After a lot of hours of looking, I discovered the pin holding the brake pedal to the master cylinder was missing and the pedal was just barely holding on.

The question was, "Where is the pin?"

Looking up and down the driveway and on the road where I drove the car with no success and no sign of the pin. Back to the car to have a look and there tucked into the corner under the master cylinder was the missing pin. Hooray!

Turns out the split pin holding the pin in place was missing and it was only a matter of time before the pin came adrift. Yes it could have been a disaster and could have ended up a lot worse, but luck was on my side.



Rego check booked in again..... but Doris was not done yet! The rear right hand blinker had stopped working. I was going to get my money's worth from the test light. Connection - okay! Globe - okay! Wiring - okay! And, so it went for a few days. But this blinker refused to work.

One interesting fact I did learn about the car was about the wiring. I always thought this was a Triumph based car and as such was looking at wiring diagrams based on a TR2/TR3 wiring diagrams. However, it never seemed to match what was actually on the car.

Taking a punt, I thought being Lucas and bins part car, I started looking at other British cars of that era - Healey etc. Then, hey presto - turns out the wiring loom was actually MGA! The wiring diagram matched what was on the car and it did help me trace the fault to a bad contact on the relay. A quick clean and hey presto, blinkers were working again.

Rego check was booked in for a third time and this time Doris got there and passed without any issue. A milestone I was glad to have completed! I actually drove the car from the workshop to the upholsterer, a short 500m drive but her first drive on a public road. She will spend the next month here getting the interior done. While there we got the required paperwork completed, went down to the RMS and got the registration done.

Not complete yet but getting close, once the interior is done, she will need to go back to Darryl for a few little tidy ups. Then she will be done and dusted and hopefully the final chapter on project Doris will be written.

HEMMINGS CLASSIC CAR

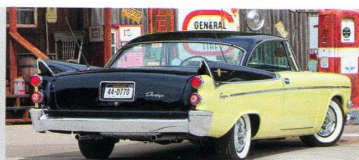
HEMMINGS
CLASSIC CAR

AMERICA'S DEFINITIVE COLLECTOR-CAR MAGAZINE

AUGUST 2021 #203



FIRST IN CLASS
1968 JAGUAR E-TYPE



ROYAL TREATMENT
1958 DODGE LANCER



HAIL BRITANNIA!
CELEBRATING ENGLAND'S SPORTS CARS



CASUAL CRUISER
1962 RAMBLER
AMERICAN 440



MODEL T TECH
FORD REAR AXLE
REASSEMBLY

In 1954, Ernest Hemmings first published Hemmings Classic Car. The magazine focused on the emerging classic car movement with a great emphasis on American cars. So it is that since then, every copy has featured an American car; until now. At last a major breakthrough and it comes in the form of a Triumph TR3A!

This particular car was purchased by John Swauger in 1978. He met up with Charles Runyan, a TR enthusiast who was a schoolteacher in New York and had just set up a little business selling TR parts from his apartment. John became Charles' first employee. The business became "The Roadster Factory" and John drove it to work that first day, most days afterwards and the last day when he retired some thirty five years later.

Of course working for TRF meant access to a great supply of parts, so it was well restored at the time and re-restored some thirty years later.

Another matter: In 1979 he drove past a bar and sighted a TR parked outside. He called in to have a chat. A girl then walked into the bar and he still has that girl ...

Editor's Report

Hi everyone

Thank you to everyone who provided articles, reports and photos for this edition of *Sidescreen*. I am indebted to Jenny and Terry for guiding me through the *Sidescreen* editing process. It is so very generous of them to provide this support when they were stepping away from the job.

For anyone providing copy for the magazine, can you please send your text in one file (Word is a good format) and include any images separately. For the photographs, bigger (file size) is better! Please send them in .jpg or similar format.

This edition of *Sidescreen* may seem a little "thinner" than usual. With the COVID restrictions placed on us all, there are fewer activities to report. Please dig deep and see if you have a story about a rebuild, a restoration or a TR rejuvenation - send it in.

We are currently living in a Victorian ski resort (Mount Hotham) and navigating the vagaries of another pandemic year. We are through our sixth lock down, and though the later ones have been shorter, they seem harder to bear.

In 2020, we had a new addition to our family - a black and white border collie called Scout. Scout is a great companion and accompanies us on our outings in Harry, our TR3A. We have rigged up a strap between the seat belt attachments, to which Scout can be clipped on. That way he can move from side to side on the parcel shelf, and not miss any of the action.

When not out TRing, Scout spends his days checking the borders, chasing rabbits and seeking out new scents on the banks of the Ovens River. I am hoping he will also be my co-editor for *Sidescreen*. So far he hasn't come up with too many editorial contributions - but early days!

Mary



PROGRESS - TR2, TS 3269

Geoff
Kelly

Geoff says: The body had been cut into 43 separate sections when I got the car. Over the lockdowns I have slowly welded it back together, done the body work and painted the same. I have just finished the trim. Next step is to paint the chassis. I had straightened and repaired it prior to starting on the body, and then onto the mechanicals. Hopefully finished in the next few months.



The pictures tell the story. More images appear on the back cover and on Geoff's Gallery page.

Hi everyone

Nothing of much consequence happening on the car front through winter, which has been quite a miserable one and not really conducive to taking the cars for a run.

So, we are a bit disappointed that the Concours has been put back to November, although totally understandable in the current circumstances. I think the Committee has done the right thing. I feel for Paul Bingham and his team for having to again make adjustments to their timetable after having everything initially ready to go for 2020, and here we are still not really knowing whether we will have an event in 2021. I guess this is our life now until the vast majority of the population are vaccinated and things free up a bit.

We recently held a breakfast gathering at Rocksalt restaurant in Hawker which saw 13 people attend. It was great to catch up with other TR members/friends again. Graham and Jo Corbett advised that they have bought a home in Wollongong and will be moving there shortly to be with their daughter and her children. They are regular attendees at our activities and we will keep them advised of upcoming events so they are able to join us if they are in the area.

Date	Upcoming events
Saturday 21 August 2021	Breakfast at Poppy's Café at the War Memorial Meet at 9am
Saturday 23 October 2021	Breakfast venue to be advised.
Sunday 14 November 2021	Marques in the Park, John Knight Park TBC
19 – 21 November 2021	Concours Stanthorpe
November	Classic Yass, Banjo Paterson Park, Yass
Sunday 5 December 2021	Terribly British Day – Queanbeyan Park TBC
Sunday 6 March 2022	Shannon's Wheels – Queanbeyan Showgrounds

Peter McEwan | **ACT Coordinator**

NATIONAL CONCOURS *Stanthorpe*

Please note - the dates have changed



Due to the current COVID-19 restrictions, the National Concours in Stanthorpe has been postponed and will now run **19 - 21 November 2021**

Members are advised to

- Confirm their attendance or otherwise with Paul Bingham
- Check their accommodation

Paul Bingham can be reached on

- 0419 740 717
- p_r_bingham@hotmail.com

Concours judges needed

This is a chance to get a close look at the best sidescreen TRs in Australia and improve your knowledge of the breed. Guidance from experienced judges is available. Contact Peter Standen on 0438 413 140 or Paul Bingham 0419 740 717

It was great to see a bumper edition of *Sidescreen* last time. It is one of the strengths of our club, due in part to dedicated editors. Hopefully the other states can pad out the pages for us this time as we New South Welshies have little to report, apart from the endless cancellations. Let's keep positive about the Concours still happening.

Our gatherings have come to a dreadful halt & this looks like being our landscape for a while. Included in our postponements was our Xmas in July run canned for the second year in a row. Even the cars will be feeling the weight of dust at this rate.

A little news was that Allan Wright had a new knee implanted and is recovering well. One must consider whether it may have come from Mal Munro as he is looking after used as well as new parts.

As our lockdown continues we meet people in similar circumstances. A mate who lives a street away from me is a member of both the Rover and Fiat clubs and he has the pleasure of certifying historic regos for both clubs. It appears we have little trouble with our club compared with his.

On another note, whilst using up valuable spare time I found a lot more about my car than I did before. Looking under members on the website, then the gallery, I was able to view my car under the name of the owner before the one from whom I bought "Rattles". By clicking on his name there was his blog, complete with photos, on what he had done to the car and when, confirming some of which I already knew. This could be interesting to new owners and just shows the depth of knowledge held within the Register.

Upcoming events later in the year still remain the same as per the last sidescreen with the National meeting in Stanthorpe next on the radar followed by the All British Day and the Tulip Time Run both in September.

Keep safe out there.

Andrew Ross | **NSW Coordinator**

NSW Events

Kerrie Holliday

The next few months will certainly be "wait and see" with many planned activities in doubt with the latest covid situation. Sadly our Xmas in July TT and the lunch run to Bulli are already cancelled, as has the National Meeting in Stanthorpe at the end of August. Keep an eye on your emails for confirmation of NSW events or phone the listed organisers for advice.

Proposed day and other runs in September

26 September 2021	Tulip Time Run to the Southern Highlands <ul style="list-style-type: none"> • 5th Chapter Estate Gardens • Lunch at <i>Burrawang Village Hotel</i>. Contact Jenny Hicks
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Proposed Coffee Mornings in September

1 September, 10am	Pie in the Sky Cowan First Wednesday of the month - contact Andrew
15 September, 11am	Common Ground, Picton Third Wednesday of the month for coffee and lunch - contact Jenny Hicks
Every Wednesday	Blend Café Tathra - Contact Bob Watters

NSW Report (continued)

Proposed Coffee Mornings September

Last Wednesday of month
29 September, 10.30am **TSOA Coffee** - contact Keith Higgins, TSOA
Coal Loader Café, Waverton

First Sunday of the month
5 September **NSSCC Auto Brunch Cars & Coffee** - Contact Andrew
St Ives Showground

Upcoming Events later in the Year

Sunday 17 October All British Day, Kings School, Parramatta

This will be the event's 40th year. However, it will look a lot different. The usual Spring Fair stalls will not be there at the same time but food and drink will still be available. Contact Andrew.

Saturday 30 October Twilight Fish and Chips Run to Berowra. Contact Andrew.

Sunday 14 November Wings Over the Illawarra at Shellharbour Airport

Our club is registered for attendance in the historical vehicle display.

- Drivers receive complimentary admission to the event.
\$50 adults or \$40 pensioners

2021 is the centenary year for the Royal Australian Airforce and this year's event promises magnificent flying, along with other exciting exhibits including the NSW Drone Expo.

Our cars must enter all together before 8.30am. Gates are locked and cars depart from 5pm.

- Please register directly on the Wings website: <https://wingsoverillawarra.com.au/>
- Use the dropdown menu for our club and advise Andrew of your attendance.

As it's a late afternoon departure, you may also consider avoiding driving back into Sydney Sunday traffic, by staying nearby overnight. Some of us have booked at:

The Sage Hotel - Tel (02) 4201 2111 <https://www.nexthotels.com/sage/wollongong/>
60-62 Harbour Street
Wollongong If you book online, you get breakfast as well

19 November National Meeting, Stanthorpe, Queensland

This is followed by the Aftertour at Ballina until November 24th. A group is leaving Sydney on Thursday 18th November and staying overnight at Uralla.

Accommodation details:

- *Bushranger Motor Inn*, 37 Bridge St, Uralla
Telephone - 02 6778 3888
Make your own booking and notify Kerrie Holliday or Andrew Ross if you want to join his travelling group.
- The *Thunderbolt Inn* (next door), 31 Bridge St, Uralla
Telephone - 02 6778 4048
- The *Altona Motel* (nearby), 113 New England Hwy, Uralla
Telephone - 02 6778 4007

SAPPHIRE COAST *Chapter*

Bob
Watters

It has been quiet over the last few weeks in the deep south. With the school holidays and the dreaded virus lurking in the background most members have kept a low profile and stayed close to home. Another factor, and it really hurts to mention this, is that the weather has not been up to its usual high standard with persistent rain and some cloudy days with the wind coming off the snow. Not at all good Sidescreen weather.

A couple of members joined the local car club in Bega for a run to Bombala for a display on National Motoring Heritage Day where we met up with Phil and Maz Turner . They had come down with the Cooma Car Club. It was good to catch up with members who we don't often see. A fine turn out of cars with around \$1,000 raised for the local volunteer fire service. The weather was a nice surprise with a warm sunny day, after snow in Bombala the day before.

The Stanthorpe Concours has been rescheduled until November. Hopefully, the COVID situation will have improved by then and everyone can get together for a long overdue catch up over a couple of beverages.

The Sapphire Coast Chapter meets every Wednesday morning:

Where? Blend Café, Tathra

When? 9.00 a.m.

Visitors welcome.



Reminiscing about a winter's day in July 2019, there haven't been many like this in 2021.

QUEENSLAND *Report*

Paul
Bingham

Hi to all members

Keep safe!

Just a few photos of the TRip to Tin Can Bay for Christmas in July.

The organiser John Partington from the TSOAQ invited TR Register to participate so there were 41 members in total from both clubs.

The first stop on Saturday morning was at a members ranch in the mountains at the back of the Sunshine Coast for morning tea - top job Richard and Ann!

This was also an opportunity to refresh our memories of all the Triumph cars which were made and shipped around the world. Its looks like Richard has the market cornered.

Some members from Noosa joined us for a couple of nights for the trip to Tin Can Bay with more members from Hervey Bay showing for the weekend of great weather, great people, good food, and cars going well. Potential members?

A day TRip to Rainbow Beach was enjoyed by all with more great weather and good roads.



There were 20 cars in total including: TR3, TR3A, TR6, TR7, TR8, Stags, GT6s and 2500. What a turn out!

If you missed this one just watch this space. Check your emails and the web sites. There will be more to come. Never too far in a Triumph!

Paul Bingham

The last couple of months have been pretty quiet here and the moat has been keeping us COVID-safe. There hasn't been much running around in our TRs as a couple of the regulars with the green 3As have decamped to the mainland.

JK was making an early start for Stanthorpe heading to the Gold Coast first via Adelaide but the plans have come unstuck with the deferral of the Concours to November and John needing to be back by October.

On the plus side the Rochesters finally got back into the country some 3 months later than intended after several flight cancellations, considerable expense and quarantine. Stephen was pleased to report that the TR3B and the Europa both fired up without difficulty. Rusty is in retirement as no longer eligible for Targa Competition.

It was sad news to learn of Rob Allan's sudden and untimely passing at the beginning of July just as he was to start in the role of joint co-ordinator for Victoria with David Ferguson. His presence will be sorely missed. I first met Rob and Gail at the 2014 Canberra Concours and was impressed by his enthusiasm for the TR Register and his love for Rumpole his TR2, his geniality and willingness to assist wherever he could. Our thoughts have been with Gail and Family.

British Classics Launceston at NAMT

Queens Birthday Holiday - Monday 14th June 2021

It was a cloudy overcast day with the temperature around 15 degrees. Approximately 60 cars and 10 motor cycles were in attendance between 10 am and 2 pm.

The event came about following a proposal from the Triumph Owners Tasmania to stage a display at the motor museum – NAMT . The curator felt that the numbers would be low and suggested that other clubs and British marques be involved. Apart from Triumph Owners Tasmania and TR Register members others present also included the Jaguar CCT, MGCCT and Veteran Car Club.



Triumph models account for about 12 cars:

TR3	TR8
TR3A	Herald Coupe 12/50
2 x TR4	Spitfire Mk3
TR6	2 s Stag
TR7	Peerless GT

Register members present

Martin Osborn
David Lake
David Pearce
Jeff Mount (in the E-Type)

The other vehicles present ranged from A for Alvis and Austin through to V for Vanden Plas and Vauxhall. No W as I didn't see any Wolseley. There were a good number of Jaguars mostly of the later models with Jeff Mount bringing the only E-Type.

There was an XK 150 present. MG numbers were good with TC, TD, MGA and MGB there. Interesting cars included a 1936 Roesch Talbot which has done Targa and an Alvis 12 / 50. Apart from the Alvis there was an Austin 7 and a Hillman from the 1920s which must be pushing 90 years plus these days.

Our cars

Jeff Mount's TR3A has had the carburettors rebuilt locally in preparation for the Stanthorpe trip. The TR3A has been joined in the garage by a part restored TR5 which came from the Burnie area.

John Kay's TR4A had an engine rebuild in Adelaide at Bob Anderson's workshop before heading north while the TR3A is having some rear panel work done in his absence.

Hugh Maslin has been running in the recently completed TR2. A bit of rough running was sorted when it was found that a completely foreign set of spark plugs had been fitted at the rebuilders. A set of BP6HS soon fixed that.

I had the opportunity to have a drive of the TR2 and was impressed with the power and pickup coming from the big bore engine and its road handling. Hugh has also fabricated a pair of aluminium panels for the cutaway doors utilising a pair of discarded sidescreen frames and rolling the sheet over the frame edges. That should take the chill off the kidneys. In recent times the TR2 has been joined by a white manual Stag which has come out of Victoria.



I have recently restored the original gearbox cover back to the primrose 3A. At the time of the Launceston Concours the 3/4 gear selector managed to come away from the selector shaft to which it is silver soldered. Selectors for 1/2 and reverse gears are attached to the shafts by set screws. I was able to borrow

another cover at the time. However, recently it had been weeping oil through the selector shafts' O rings.

It was a good time to get back to the original cover, remove the other two selectors, replace the O rings and have my radiator man silver solder the 3/4 selector back onto the shaft.

With the original cover back in place I thought it prudent to check the gear box mount. Just as well, as I found that the rubber section had disintegrated with metal to metal contact between top and bottom plates. A new spare on hand was handy.

Coming events

Friday 17 - Sunday 19 September 2021

Baskerville Historics – Baskerville Raceway

Sunday 17 October 2021

The Predominantly from Britain to 'Bunna Car Show
at The Village, 20 Melbourne St. Triabunna



Progress report on Geoff Kelly's TR2, TS 3269. Details page 16.

