
Sidescreeen



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OF THE
TR REGISTER AUSTRALIA

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TR-REGISTER AUSTRALIA COMMITTEE 2021/22

TR Register Australia Inc ABN: 95675396315

President	John McCormack (Sue) 15 Henry St Leichhardt NSW 2040	Mob 0413 312 134 huon_24@bigpond.com
Vice President	David Ferguson (Jenny) 1 Deck Terrace Safety Beach 3936	(03) 5987 3929 Mob 0417 463 110 dje.ferguson@bigpond.com
Secretary	Bob Watters (Cherryle) 201 Turingal Head Rd Wallagoot 2550	Mob 0408 502 350 bobtr3@gmail.com
Treasurer	Tony Xerri (Lesley)	anthony.p.xerri@gmail.com
Webmaster	Ross McLeod (Mary)	ross.mcleod@tr-register.com.au
New & second hand parts	Mal Munro 21 Kent St Yerrinbool 2575	Mob 0416 031 654 malcs707@gmail.com
Membership	Tony Knowlson (Jenny) TR Register Australia PO Box 457 Mount Martha VIC 3934	Mob 0408 090 353 knowlson@optusnet.com.au
Regalia	Chris Olson 123 Fleming Drive Laffing Waters NSW 2795	Mob 0403 518 220 chrisolson1951@gmail.com
Committee	Russell Holliday (Kerrie) 17 Hume Rd Lapstone NSW 2773 Peter Clarke (as below) David Pearce (as below)	Mob 0413 273 823 tr3a@live.com

LIFE MEMBERS OF THE TR REGISTER AUSTRALIA:

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

State Coordinators

ACT	Peter Mc Ewan (Gayle) 30 Branson St Dunlop ACT 2615	H (02) 6259 6479 Mob 0419 998 556 macsdunlop@yahoo.com.au
NSW	Andrew Ross (Jenny) 19 Scullin Place Wahroonga 2076	Mob 0412 274 635 andrew@tr-register.com.au
QLD	Peter Clarke (Sue) 94 Koolan Crs Shailer Park	07 3806 3158 susaclarke@gmail.com
SA	David Stephens 77 Marion St Unley SA 5061	H 08 8272 4652 Mob 0448 115 468 powstep@adam.com.au
TAS	David Pearce 53 Devon Hills Road Devon Hills	(03) 6398 2364 dnjpearce@westnet.com.au
VIC	Geoff Bowman David Ferguson (as above)	
WA	Chris Keay	Mob 0417 955 924

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

Cover photo: Drive Your Triumph Day Qld outing, to Mount Glorious and Lake Samsonvale. Read about members' activities on this day on page 14-15. Photo credit - Judy Parker

Hi all

Keeping on the same theme as last time, this article will be a sort of diary of my life as a TR owner and President of the Register.

The first bit of Register work since the last report was working with Bob Watters on the February Committee meeting agenda. A few phone calls between Bob, David Ferguson and Tony Xerri had the matters in hand.

On 2 February I drove my daily driver TR2 up to Pie in the Sky for a coffee with whoever turned up. Despite the rain we had a good turnout of John and Joy Muddle, Andrew Ross, Neville Turbit, Allan Wright, Bob and Rhonda Slender and Brian and Gwen Richards. A very pleasant morning chat.



My recent work on the TR2s tuning has paid good dividends. On the drive up to the Pie, I could give the car a good blast and it has far better performance. Despite the rain it was a fun drive.

I re-learnt a lesson with the tuning, to not assume everything you think is right - is right. I couldn't get the mixture right so I went back to basics. I reset the float levels which were too high. The needles were fractionally too high in the piston so I reset them back to the shoulder being parallel to the bottom of the piston. I can now set the mixtures properly. I had bought a Colourtune to give another assurance on mixture and it proved useful confirming the carbies were about right.

Talking about car gadgets, after I got home from last month's run to the coffee meet at Picton in my other TR2 I found a lot of rusty foam in the coolant. I cleaned it out but after another run around Sydney there was more of it. I suspected a head gasket leak but I wasn't losing coolant, there were no temperature issues nor was there water in the oil/oil in the water. This continued for a month so I started to worry. The TR Register UK Forum guys recommended a kit which shows up CO₂ in the coolant from a leaking head gasket. I bought one on eBay and it revealed that there was no CO₂ in the coolant, much to my relief. The rusty coolant has now disappeared, I haven't a clue what caused it.

I have these two gadgets now so if anybody in the Sydney region needs to check for a head gasket problem or wants to check their cars mixture with the Colourtune bring your car over.

The Register is very fortunate having Tony Xerri looking after the money. Tony is an accountant by trade and is well versed in issues such as managing and presenting financial information and many other business matters including employment conditions for Ray Kasparian. We talk a lot and while the focus of our chats is Register business, we tend to spend half our time talking about his TR3 restoration. The TR3 is looking to be a superb car that Tony is doing all by himself. Alternatively, we talk about my fumbling about with my cars. Very enjoyable.

Tony Knowlson sent me a list of new members which shows we have 357 members. He also emailed me advice on two new members:

- Jason Bonnici from Sydney, and
- Graham Hall from WA

Membership distribution			
ACT	11	TAS	10
NSW	133	VIC	93
QLD	52	WA	16
SA	40	NZ	2

I rang Jason, a fellow Sydney sider and new to TRs, to welcome him to the Register and to offer to give him a hand once his TR3A arrives in Sydney.

PRESIDENT'S *message (contd)*

I then rang Graham, a past member re-joining, to welcome him back to the Register and talk with him about his ex-racing TR2. We had a brief chat about his TR, his very interesting background in the motor industry in the UK and the state of TRs in the west. We would have chatted longer but I was heading out for Sue and my 43rd anniversary dinner.

Soon after Tony gave me these details, I received a call from Wayne Watkins who lives in Sydney and has acquired a TR3A. He had my phone number in his phone against TRs and neither of us could figure out why.

Halfway through our conversation Wayne said, "Did you live in Chatswood and own a green TR2?"

It turns out he had parked out the front of our old house about 10-15 years ago and had noted my phone number after we talked cars. He knew the salesman I bought my car from 46 years ago. Now in his 80s, he is apparently still dealing in classics in Sydney.

In the lead up to the Committee meeting in February, I rang David Stevens in South Australia to check on any issues he may have he would like me to raise at the meeting. He didn't but I enquired if he was bringing his TR2 to Merimbula and we had a good chat about TR2s and his newly acquired TR5.

I also had a chat with Chris Keay in WA. As Chris was heading to golf, we arranged to talk more in the coming days.

Bob Watters and I had a long talk about the imminent committee meeting. I like to be across all the issues prior to the meeting and as I'm a slow learner this usually means a few phone calls close to the day.

On 10 February Sue and I joined 8 other TRs for the Drive your Triumph Day. Kerrie Holliday and Jenny Hicks arranged an excellent excursion.

Also on 10 February, the Committee met via Zoom. Everyone was in good humour and a productive meeting was had with several actions as members will have seen in the Minutes.

*There have been
many phone calls
between Committee
members*

Post the meeting there have been many phone calls between Committee members as we all get on with the work required.

Over the next few weeks I received calls from a few members about issues they have with their cars or seeking advice on how to get spares. Jim Allen dropped around. He lives five minutes away, and we spent a bit of time diagnosing a timing problem.

I had an interesting day on Wednesday 23 February with a text from new member Trevor Scholar to enquire about the membership form and a call from Graham Hall in WA about a contact for an aluminium bonnet for his very early TR2 (TS475). I was out the front clearing up a bit after heavy rain and another new member, Wayne Watkins (mentioned above) who lives near my place, dropped in to chat about TRs. A not unusual day.

The following day I had a phone call with Tony Xerri about details for his TR3 rebuild and we discussed how to make our financial arrangements simpler, especially for regalia management. I then rang Chris Olson and we talked about the options.

On the same day Warren McEwen rang me about membership now that he doesn't have his Doretti. Once I assured him past members were entitled to continue full membership we chatted for a while about Rovers and the state of Dorettis in Australia. Warren told me he has a non overdrive TR2 gearbox surplus so I then called John Lamond who is advertising an A type overdrive for sale on the website. There might be a gearbox restoration project coming up.

Following the earlier chats about financials for regalia on a rainy Tuesday I spent a few hours chasing up credit card terminals to handle payments at the concours. There are a few options now available including Square card readers, the little white squares you often see at retail places, which may be a better option for us. However more research is needed to ensure we don't expose the club to fraud or abuse from such systems. Nothing is easy or straightforward until you have researched it through. I got out of my depth and passed it to the Treasurer before I stuffed it up.

A bit more work in my garage with Jim Allen to replace his defective distributor with my spare one to get his car going properly while he investigates a more permanent fix. This is a work in progress.

My own cars are going well. I bought a T7 heater, on the recommendation of the UK Register guys who need a good heater more than most of us. My original one was corroded beyond repair and these looked to be a good option. It proved a pain to fit because the hoses fit to the back of the heater where there is little room. I bought a pair of Moss hoses with 90° bends which solved that problem and the heater is now in awaiting winter to see how good it will be.

I dropped into Will Davis's place to give him a hand and had a better look at his very early TR2 TS658. It appears to be very sound with its original aluminium bonnet and other details. I'm looking forward to seeing this car in regular use in Sydney's inner west.

As I was leaving Will's place a lady doing some gardening next door stopped me in the driveway.

Expecting a complaint from her about my noisy car I was surprised when she asked, "Is that a TR3?" I said it was actually a TR2 to which she said she had an MGA in the 50s and always liked the TR3 as well. A pleasant chat to finish the visit.

*It is ... interactions
with members that I
find most rewarding*

Again, this is a part of what I get to do. With the Committee I work through stuff that is important to delivering the Register's objectives. While this is satisfying in its way, it is the interactions with members that I find most rewarding.

The AGM is in June, if you want to get the rewards that come from working with other like-minded people to make the Register a better club please consider volunteering for a role on the Committee or to work with a state coordinator.

A few people have asked me if I intend nominating for the President role again. Yes, I will be nominating. I have thoroughly enjoyed my time with the Committee and members and am hopeful the members afford me the opportunity to continue for another year.

Lastly, please put the Concours in your calendar and do your best to come along. It will be a great weekend on the NSW south coast with an after tour for those who can make it. Bob Watters, Rick Fletcher and our south coast members are working hard to make it the success it will be.

All the very best until the next Sidescreen.

John McCormack

President | TR Register Australia

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

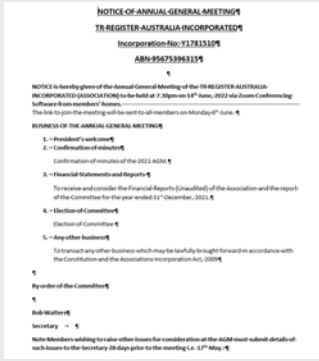
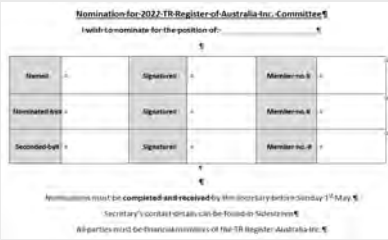
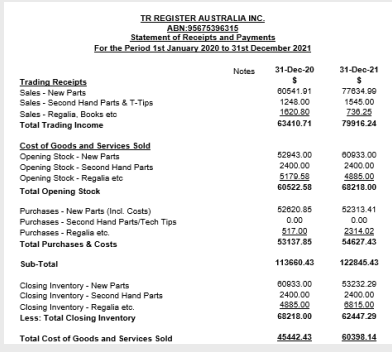
SECRETARY'S Report

Bob
Watters



The Annual General Meeting of the TR Register of Australia Inc will be held 6 June 2022 at 7.30pm. These are several important inclusions with this issue of *Sidescreen*.

These include:

Notice of Annual General Meeting & Agenda	Nomination Form	Financial Report for the Year ended 31 Dec 2021
		

The notice of AGM and nomination form are self-explanatory. Please note the requirement for any matters to be raised at the AGM to be notified to the secretary 28 days before the meeting *ie 17 May*.

The meeting will be held by Zoom Conferencing Software which allows all members to participate. A link to join the meeting will be emailed to members on Monday 6 June.

New faces with fresh ideas and expertise are vital if the club is to stay relevant to the changing world. Please feel free to contact me to discuss the opportunities for you to help run this terrific club.

Bob Watters
Secretary

Important dates to remember:

- 1 May 2022 Nominations due for 2022 TR Register of Australia Inc committee
- 17 May 2022 Notify secretary of any matters to be raised at the AGM
- 6 June 2022 Zoom meeting link emailed to members
- 14 June 2022 AGM at 7.30pm via Zoom

Buy & Sell

- Are you looking to buy or sell a TR Sidescreen?
- Do you have parts that are surplus to your needs?
- Have you been looking for a particular thing for your car?

Don't forget to check out "Buy & Sell" on the website. There are ads from members and ads from suppliers all in one convenient location.

https://www.tr-register.com.au/pages/for_sale.html



Updates
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NATIONAL MEETING
MERIMBULA - NSW
OCTOBER 13TH-20TH 2022

I have pleasure in submitting the Financial Accounts for the TR Register Australia Inc. for the Year Ended 31 December 2021.

The Financial Accounts show a deficit of \$7,719.32 for the calendar year, and I will expand on this later in my report. As a consequence, Members Equity has fallen by a similar amount.

Bank balance is \$13,0671.28 and is down on last year's balance by \$2073.87.

Stock levels have fallen by \$,771 and mainly attributable to the members using the "Registers" new parts division and the committee thanks you all.

Gross margins have fallen slightly from 26.28% to 22.74% and due to the committee ratifying a reduction in the mark-up of New Spare Parts in recognition of Member loyalty and a way of "giving back" to the members some of the Equity accrued over the years.

Regalia sales are down, although stock levels are up. Chris Olson purchased stock in anticipation of the Qld Concours which as you know was cancelled. So, if you need a new Polo or any regalia give Chris a call.

Second-hand parts have shown an increase of 24% on last year's sales, must be Mal Munro's charm!

Expenses generally have been kept constant with the exception of Parts Handling which is showing an increase, and due to the additional sales of New spare parts which increased by \$17,093 for the calendar year.

There must be a lot of TR love going into these old cars during COVID!

To expand on the reasons for the Deficit in this financial year, the Committee were committed to give back to the members some of the equity accrued over the many years the "Register" has been established.

One of the difficulties facing the Committee is how to redistribute funds in an equitable fashion that benefits everyone in the club and meets its Constitutional requirements.

Some of the considerations the committee considered was that not all members used the facilities provided, whether that be attending Concours', TTs, long-term members that have contributed to the running of the "Register", etc. Of the 360 odd members only, a small proportion take advantage of the services and fellowship benefits of the club. Lift your game members!

So, what the Committee decided for 2021 was to:

- Not charge a membership fee for 2021 year - \$12,300 odd, this allowed members to continue getting registration and insurance benefits
- Provide free regalia to states running TTs - \$400
- Reduce mark-up on new parts -\$3,105
- Reimburse members attending car shows promoting the marque
- Continue issuing hard copies of "Sidescreen" -\$11,814, and finally in the future
- Concours events will have a greater support by the Committee

Forecast for the 2022 Year

Speaking with Alan Bare it is anticipated that the next year will also cause some pain with respect to profitability due to Parts availability, the cost of freight skyrocketing, and labour shortages.

Further changes to work cover, superannuation, Covid, fuel prices and the Ukrainian issue will have an impact on the cost of running the "Register".

TREASURER'S *Report*

Tony
Xerri

Subscription Fees will be reintroduced for the 2022 year, and the Merimbula Concours will have greater support.

However, the "Register's" financial situation is sound and does not foresee any issues.

Acknowledgments to our Volunteers

- Mal Munro for his excellent service and storage of second-hand parts and the two containers on his property free
- Ray Kasparian for his excellent service
- Alan Bare for providing his factory to store our parts, free
- Committee for listening to the members and making changes in a responsible manner.

Over and out

A. P. Xerri

MEMBERSHIP *Report*

Tony
Knowlson

Hi Folks

It is looking likely that the cost of membership will be re-instated from 30 June this year. Further details will be in the next magazine.

We are also developing with Ross, an electronic new member application and membership renewal process where they are lodged after you fill in the details online. More information when this is up and tested.

Have you changed your details?

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

Send renewals, queries and changes to your details to

TR Register Australia
PO Box 457
MOUNT MARTHA
VIC 3934

New members

Three new members have joined and one former member has re-joined in the last period between magazines.

NSW	Jason Bonnici from Moorebank with a TR3A from Perth Wayne Watkins from Waterloo with a TR3 from Hartles deceased estate
VIC	Jeremy Allan from Frankston (son of Rob and Gail) using the TR2
WA	Kim Stotter re-joined after 8 years Graham Hall renewed after 12 years, with a TR2

Tony

1955 TR3 - RESTORATION *Update*

Rowan
Burns

Rowan and his dad restored a Herald when he was a teenager. Classic cars (mostly British) have been a big part of the Burns family for a long time. When Rowan had a Herald the local TSOA came across this TR and encouraged him to explore buying it, as they liked what he'd done with the Herald and none of them could take on another project at the time.

Interiors

The quote for upholstery came in a bit more than I anticipated. I also haven't decided about details in stitching. I just thought I would go black and black and black inside the car.

The upholsterer was adamant that I needed to consider a contrasting stitch, so made me a sample of red and gold. I think either colour will be too bold and if used, should be used subtly.



Working parts

After many hours buffing parts and creating a very dirty workshop, I decided to try paint and rust stripper products. They're pretty impressive. I'm sure I'm just very slow on the uptake here. Cool comparison on a headlamp bowl - treated vs untreated.

I've been very busy with my work and the car has had very little attention the past couple of months. I have managed to rectify some misalignment of the drum backing plates (I had assembled them one hole out on the axle flange and the handbrake levers weren't aligned with the compensator).

Body work

Does anyone have any steel wheels they aren't needing that I might be able to acquire? I only have four and will need a fifth as a spare. Please contact me if you do. I did consider putting alloys on it but I think I'll stick with steel wheels for a while until I have some inspiration as to style of wheel to replace them with... if at all.

The front apron and bonnet are off - ready for the engine to be ready ... Gee I look forward to driving it one day!

Read the rest of Rowan's story in the Members' Gallery.



NEW MUSEUM BUILDING

Claire
Middleton

Long time TR-Register member Claire (& Paul) Middleton are involved in the Snowy Scheme Museum and the Sapphire Coast Historic Car club. Claire reports on the opening of a new building for the Cooma Monaro Historic Automobile Club.



The Cooma Monaro Historic Automobile Club (CMHAC) is located at 11 Bolaro Street Cooma NSW. The museum was officially opened on Saturday 19 February 2022 with a display of members' vehicles, barbecue and gala dinner. The museum building is the original club building (in existence since 2002) which has been extended and renovated. It is now a split level building with displays on the ground and mezzanine floor. An American-style diner and commercial kitchen, as well as meeting rooms and a performance stage complete the new facilities.

There was an extensive display of vehicles both inside and outside the club premises on the opening day. CMHAC is open to all vehicle makes and models that are 30 or more years old. The Club caters for community events as well as its own and the biggest draw card for 2022 will be its biennial Motorfest, to be held in Cooma on Saturday 5 November.

The second photo features the 1962 "Utah Ute" which belongs to the Snowy Scheme Museum in Adaminaby. The management association of the Snowy Scheme Museum is also a member of the CMHAC. The Utah Ute is named after the contract company that helped construct the Snowy Mountains Hydro Electric Scheme, who owned and operated this particular vehicle.

The model and make is a 1961 EK Holden which was restored by a supporter of the Museum - well before the Museum opened in 2011 - and continues to be used for displays to publicise and promote the Museum. On occasions such as this, the Snowy Scheme Museum is pleased to let the Ute "out" for a decent run and has a number of enthusiastic drivers willing to assist. The Utah Ute will be on display again at this year's Motorfest.

At this stage, the CMHAC's museum is open to the public every Tuesday from 9am-1pm and on the first Saturday of the month from 10am-3pm. Definitely worth a look if Register members travel through Cooma to coincide with the Museum's open days.



It was suggested Colin submit this story to share his learning - especially since there is not much on this subject on forums. This is the process for South Australian registration. The principle is the same across Australia although different states may have different processes.

During my restoration I was intent on converting my TR2 to a rack and pinion steering while retaining the indicator and horn controls on the steering wheel which requires a hollow steering shaft. I bought a Rimmers Brothers kit including a steering column which fitted the bill.

It is probably worth mentioning at this stage that I was actually quite capable of creating my own design. I have spent over a decade working as an engineer designing steering columns for the Australian auto industry and I was still in touch with a fitter who had worked for me and helped me with the restoration.

About 2 years after buying the kit I got to the point where I could install the steering and get the engineer in. One issue I had was the fitting instructions from Rimmers which were woefully inadequate so they sent me a Moss Motors version which is more detailed. The fit up was relatively easy, a few minor adjustments and modifications got it working the way I wanted. I did have issues with assembling the steering column due to tolerance issues with the bearings and I had to remake the firewall mounting bracket as I believe I was sent an LHD version.

Anyhow, after all of that I contacted my engineer and arranged an inspection which occurred about three weeks later. He checked the mounting and bump steer and all was good. The last thing to check was the steering column so I took the column out of the car and stripped the shaft out. Alas, he immediately picked a weld at the end of the shaft - something I had failed to notice when assembling it.



Design Rules worldwide say that a welded steering shaft is not acceptable as a connection for a steering system so this weld was a deal breaker.

Having a welded shaft was bad enough but the quality of the weld was abysmal. The weld had been buffed off as the joined pieces were clearly misaligned.

The implications of grinding material off a 19mm shaft with a 13mm hole through it was that at your steering wheel was connected to the road by a ring of 2.5mm steel. The long and short of this is that there is a chance that sometime, someone was going to draw the short straw and get a join that will fail.

After some backwards and forwards over a three-month period, at one stage being told that European Design Rules allowed for these modifications (you can imagine that did not go well), they offered to buy back the steering column. By then I had given up getting a solution of any description and my two options were:

- start from scratch, or
- utilise what I had and modify it in a way to make it acceptable to the engineer.

Sooo ... off to my fitter friend who straightened the shaft and then pressed a steel collar over the offending weld and grub screwed and welded it. Admittedly this is a belt, braces and piece of rope solution but I know it will not fail (see photo). Photos were sent to the engineer by Mick and we were back in business.

ENGINEERS, CERTIFICATES & STEERING - *a saga*



Steel collar

I then booked the engineer in for another inspection. He asked if the car was a left hand drive conversion and I explained that it had been converted at least 25 years ago. Consequently the final report included the conversion.

When asked, he stated it was a significant modification and required an engineering report. I received my report after I parted with about a \$1000. By the way Rimmers asked about the modification which cost me \$300 at mates rates but in the end dismissed the need to make changes to their design even though I suggested a solution that would have resolved the issue.

My next lesson (as if I needed more lessons!) was the process of getting the car through the approval process. I finished the restoration and headed off to the Department of Transport. I was instructed to hand my paperwork (report and application for modification) to an engineer who said he would be in touch in about 3 weeks!! Hadn't expected that but entirely understandable.

I duly received a letter to book the car in for inspection where they would look at modifications including mirrors, windscreen, wheels and tyres, exhaust, noise levels and of course steering conversion. I rang the allotted number and found out that I had another 3 weeks to wait to get a slot at the inspection station.

The inspection was reasonably straightforward but unfortunately due to poorly adjusted LED headlights the car failed for that and an oil leak. So I adjusted the headlights and spent an hour removing the bell housing cover plate to wipe out any oil.

In another couple of weeks I was back at the inspections site. He did not even check the headlights but when he checked underneath the car, it now had a leak at the timing cover seal and the speedo drive from the gearbox.

After some animated discussion about how oil leaks don't appear when the car is sitting idle in the shed he eventually relented and applied a modification sticker.

I have since received an engineering certificate and I have fixed the leaks (two went away by themselves).



So the morals of this saga are ...

- The Rack and Pinion conversion from Rimmers (and Moss Motors) is very good and should easily pass an engineering inspection.
- If you have an imported steering column for the Rack and Pinion conversion you should be nervous and I would be at least checking the steering shaft.
- If you are considering doing the conversion I suggest using the local common conversion but I know these are getting hard to come by as the hot rod industry also uses them. It won't work if you want to keep the steering wheel indicator control.
- I went through this process because I believed that I would need to have my car inspected because of the Rack and Pinion conversion. If I had registered the car with the original worm and peg steering and made the conversion at a later date then the (unlikely) risk is that the police could identify the modification and defect the vehicle. NSW regulations specifically state that your insurance may not be honoured in the case of an accident if you have not identified the modification and have an engineering certificate. Technically the same issue goes for any modifications.
- Having some conversations with the appropriate registration department would probably save you a month in this process.
- And finally, not all engineers would pick up on the steering shaft issue or for that matter even care (until of course if that was the cause of an accident). I for one, am glad that I have the confidence to drive my car knowing it is compliant and safe. I would not drive the car in the as-supplied condition.

Post script

I tried to get my engineer to verify a seat belt installation after reinforcing the body at my intended mounting positions. When he did the basic measurement the only way to make that legal was to raise the wheel arch mounting point at least 100mm. Without a roll cage it is not really viable so the car was inspected without seat belts but I have now fitted them. In this instance it is better to have an average solution than none.

DRIVE YOUR TRIUMPH DAY 2022

Thank you to everyone who participated. Many submissions included multiple photos, and in most cases I selected one. There were also several group club drives around the world from Australia to Oklahoma to Canada, which is excellent. Thank you to those who planned and hosted those drives.

Possibly the most impressive event was held at the British Motor Museum in Warwick, United Kingdom, with over 50 Triumphs and Standards in attendance. The photos that show three cars, a TR7 on the left and a Stag on the right, those were the last cars off the Triumph assembly line. Attendees then parked their car in between for a photo. Very cool.

So get a couple of fingers of scotch or brandy, or a pint of beer, sit back and click through 608 photos from all over the world, about 80 more photos than last year.

<https://driveyourtriumphday.shutterfly.com>

If you have a photo you haven't submitted yet, it's not too late. Send it to **DriveYourTriumphDay@gmail.com**

DYTD 2023 - 10 February, is on a Friday. Mark it on your calendar now.

Rye Livingston
Activities Chairman | Triumph Travelers Sports Car Club

DRIVE YOUR TRIUMPH DAY

The concept for this day is straightforward: go for a drive in your Triumph on 10 February. Take a scenic drive on a country road or out to lunch, to the market, to work, wherever. Go for a drive alone or in a big group from your local Triumph Club. Take your spouse, buddy, child, grandchild or your dog; then take a photo.

After meeting at the iconic Mount Coot-tha Botanical Gardens a merry tribe of Triumph cars meandered their way along the beautiful Mount Glorious mountain road. We were treated with amazing weather and lush green countryside whilst being lulled by the sound of bellbirds.

We stopped for morning tea at Jolly's Lookout. The peaceful serenity and gentle cool breezes of this mountain top stop are only surpassed by its incredible outlook. This is made even more impressive by the amazingly different shades of green as far as the eye can see.



Drinks & nibbles were consumed as conversation & laughter rang gently into the breeze.

Triumphs reluctantly pulled away and drove up Clear Mountain drive to a spectacular lookout over Lake Samsonvale.

After moments of scenic glimpses we were winding our way at a leisurely pace to Bullocky Rest on Lake Samsonvale.

Picnic baskets, flutters of conversation and bursts of laughter filled the picnic area as we enjoyed a picnic and caught up with friends.



Cars were talked about and pointed at and goss exchanged. Such a lovely way to spend the day.

10 February 2022



NSW members' outing: through the Royal National Park and south along the scenic Sea Cliff Bridge to lunch at the Bulli Beach Cafe. Participants were from all directions - Nowra, Wollongong, the Southern Highlands, the Blue Mountains and Sydney.



There was recent advice from CMC via TSOA NSW that implied that HVS and CVS registered cars needed to use their logbook on runs with a club that wasn't the Primary club on the owner's registration application form.

This has now been clarified. There is no need to use the logbook when participating in a run by any club that is affiliated with NSW in the Conditional Registration Scheme. For example, a car conditionally registered through TSOA can be used on a TR Register club event without filling in the logbook. NSW appear to use the word Prietary to do with the owner's Primary club, and the word prietary which refers to a club that is affiliated with NSW for the club registration scheme. Confusing!

The CMC have also advised that owners have been picked up for not filling out the logbook correctly eg not filling in the full name or illegible writing. Please take care to follow the rules, we don't want to lose this valuable registration scheme for the lack of adequate care.

NSW is considering changes to the CVS scheme, the one for modified cars, which may require a TR Register member with engineering technical skills to assess the need for an engineering compliance certificate for the car's modifications. If you have such skills and would be in a position to perform this role for the Register, please let John McCormack know.

The Register has commenced an affiliation with the Historic Motoring Association (HMA), the association that provided the above advice re CVS registration, in parallel with our CMC affiliation. Both associations are integrated with NSW for the club registration schemes. We will assess over the next couple of years which association provides the best service for our type of club.

John McCormack

VALE Terry Harris

Lisa
Tobin-Smith

In loving memory of Terry Harris, we are saddened to announce his passing on Sunday March 27.

As one of the founding members of GEAR and a past President, Terry with his friendly nature was always welcoming and encouraged people to be part of the club. Terry had a great passion for racing cars - T51 Cooper Climax, F2 Birrana, Austin 7 Special, the super-quick Porter Brothers built Datsun 2000, the salvaged and beautifully restored Nota Din - all found a home at the Harris house.

But the car we most remember is the 'Harris Green' Triumph TR3A that he owned for most of his life. With its 3 litre/200bhp engine it was a hillclimb championship winning combination and a regular in Sports Car Racing for many years and is still treasured by his family.



Always beside him was his beautiful wife Noelene. We take comfort in knowing they are together again. Our thoughts are with Terry's children, Greg, Sue, Martin and their families.

MEETING MORE *Members*

One of the satisfactions that comes from joining a club like the TR-Register is connecting with like-minded Triumph enthusiasts. If you are not getting to as many events as you had hoped, perhaps the contributions on these pages will facilitate your connection in other ways? After reading these pages, why not take a look at the members' gallery and perhaps engage on the Forum? If COVID has taught us one thing, it is that virtual connections can work - even if they are just a step to the real, in-the-flesh experience!



Henry Burke's 1947 Triumph 1800 roadster is the grandfather of all TR cars. He ended up with this beauty this year in Brisbane (with no car for a long time).

He doesn't know much about its history other than it was still in Victoria in 2004, registered to a Mr Hughes Lloyd Grant in Maldon, registration CH7191. It had then gone to a museum in an unknown location.

Henry purchased the car because it was for sale and in good condition. Only a handful of the 2,500 1800 roadsters made between 1946 and 1949 are still about (and alive!). Personally, he prefers a TR 2, 3 or 4 that he owned years ago but doesn't have room to store.

This one could be an extra car in the right environment, so if somebody would like to take custody of it and enjoy this unique part of history he can try to do a deal on a later TR. Henry says it could be for sale or to swap for a TR3. He can be reached on 0408 779 588.

Mick McGovern's TR2 is in Manila, Philippines. Unfortunately, he has been locked up in Mackay, Qld for 2 years. There is a four-day Tour de Cebu, Philippines, for vintage sports cars, in about October or November. He will participate in that, then bring the TR back to Mackay.

There are three sidescreen TRs on the road in the Philippines to his knowledge. His is originally from Saigon (Vietnam), delivered there new in late 1955.



Geoff Bills' TR3B in an Adelaide CBD laneway. He also owns a green and white TR3A (for 30 years) and has a TR4A recently purchased from Tasmania.

MY OTHER *Life*

About 55, years ago Neil bought his first TR. In this story, he goes back a hundred years - to the 1920s and 30s. In those days there were two major summer sports in Sydney: cricket and 18-footer sailing.

Thousands lined the foreshores and dozens of ferries followed the sailing. Illegal betting took place on the ferries; who would lead at the next mark; who would capsize. Skippers were the rock stars of the day. Crew numbers could be up to 15 and lots of rugby league teams used them as off-season training. Boats were often associated with a particular football club.

The old 18-footers were never built to last. Only three remain. Two are in the National Maritime Museum: Yendys (Sydney spelt backwards) and Britannia. One is in Perth - the Mele Bilo. None are fit to go back in the water.

My grandfather was an 18-footer sailor. He was disappointed that none of his children, nor his grandchildren took an interest in sailing. That was except for one - me. Regrettably, he passed away before I fell in love with sailing. It was about the same time, I fell in love with TRs. In my late teens.

I have owned boats, raced boats and spent as much time as I could on boats. Unfortunately, I inherited my grandfather's curse with the family showing no interest in sailing. I tried to get my son in a sailing club when he was about 10 but he spent most of his time jumping off the end of the wharf rather than learning to sail. Over the years the TR has towed an assortment of boats - recently a Hobie Cat.

In the mid-90s a couple of retired sailors and boat builders from the 20s and 30s who had built and sailed in the era were concerned the design and building techniques would be lost. They built a few replicas. Original plans were uncovered. Half hull models came out of garages. Old photos were analysed, and the few remaining sailors were consulted to come up with rigging and design details.

A bit over a decade ago I was at a boat show and found a display put on by Sydney Flying Squadron. SFS had been the home of 18-footers in Grandpa's Day. They had gathered a fleet of replicas – Historic 18-footers (or simply H18s) including Britannia and Yendys. SFS raced them on Sydney Harbour between October and April. A ferry follows the race and gives people an idea of what it was like to see these boats in action. Someone I spoke to at the boat show said why not come out on the ferry and watch.





I went out on the ferry, and it was like the first time I drove a TR. Love at first sight. The next Saturday I asked around and got a ride on a boat. In these boats, if you capsize you cannot right the boat. With the boat lying on its side, you are towed to a beach where you have to de-rig in the water and drag the boat up on the beach to bail it out. On my first Saturday, we capsized. To everyone's surprise, I turned up the next week looking for another ride.

"If you come back after that you will probably stay," said one skipper ... and I have.

I crewed on one boat for a few years and learnt the ropes – literally. There are no electronics, no instruments, no winches. This is as it used to be. The basic rule was to carry as much sail as you can and use the crew for moveable ballast.

I was surprised at the number of sailors in their 50s, 60s and 70s until I got to know them. Most people remember Ian Murray the world champion 18-footer sailor of the 90s, later involved with the America's Cup. In the 90s, the 18s evolved to 3-man boats similar to today. His two crew members race H18s today. We have a British Olympic, America's Cup and World Match Racing champion who comes to Australia for a few weeks each year to skipper a boat. The level of experience of some sailors is daunting.

About three or four years ago, I took over as skipper on an H18. *Tangalooma* is a 1930 design boat. 18 ft long and 8ft 6-inch beam - widest boat in the fleet.

Tangles was an Australian champion boat of its time.



Since I took over we have taken a different approaches and tried to bring on less experienced crew to keep the class going. Some we have taken out have never sailed before. We normally sail with between 7 and 10 people so can carry one or two who are learners. During last winter we ran training days for interested people and picked up a few more (and hopefully younger) crew members.

Tangles can still be competitive and win the odd race. At the time of writing, this article Tangles came third last Saturday on handicap and were only 15 seconds off the fastest time. Two weeks prior we were second. Of course, we are going to win on Saturday hopefully.

By the time this is published, our season will be over but if anyone is interested in having a tryout, get in touch and I will take it from there. You can participate in our training program pre-season, and I will make sure you get on a boat. If you want to find out more go to: <https://www.sydneflyingsquadron.com.au/>

If you would just like to come out and watch on the ferry, we will be running the ferry trips next year so let me know and I will send you the timetable when it is available. Maybe the club can organise an event to have lunch at the club and then go out on the ferry.

Sailing a modern yacht is a bit like driving our family Mitsubishi Outlander. Decisions are made for you and everything happens without thinking. Sailing an H18 is like driving a TR. It is all up to you. Maybe I will grow up one day and enjoy the lazy way. Nah ... seen grown-ups and don't want to be one of them!

NSW REPORT & *Events*

AUSTRALIA-DAY GATHERING & BARBEQUE

Sunday 15 May, from 11 am

We have unilaterally decided that OZ day will henceforth be a floating date which will be most convenient for us. What was Capt. Arthur Phillip thinking when he decided to arrive at Sydney Cove on January 26 ??? EVERYONE knows it is too hot in Sydney in January to do ANYTHING ...

QE 2 (NOT the boat), the incumbent PM & the other Loonie-in-waiting have all been informed of the above.

ANYWAY... it is finally on again at Beautiful Downtown Yerrinbool

- **Location** 21 Kent Street, Yerrinbool - Phone 0416 031 654
- **Time** From 11am
- **Bring** Your meats to BBQ & drinks

We will supply:

- Ice
- plates, glasses & cutlery
- sauces, mustards, dressings & bread rolls
- some salad, soup & soft drinks, tea & coffee

Due to the wet weather, please wear "sensible" shoes & bring a sweater.

Yerrinbool is about an hour south of Sydney, accessed from the Hume Freeway.

Kent Street is:

- first right from the Town sign, if approaching from the north, and
- last street left if coming from the south.

Do NOT take - The Falls Road (if instructed by your GPS). Go one street further to Kent Street

RSVP to Mal - 0416 031 654

At our last BBQ we had a little "Swap Meet" so, if you have any TR related items you would like to sell/exchange/donate - bring them along

The second-hand sheds will be open so bring a pair of gloves if you wish to rummage.

Hope to see you here....

Mal Munro





“Megalong” is Aboriginal for ‘valley under the cliff’ - Narraweek’s ancient and magisterial sandstone escarpment. Locals have long balked at the tautology of “Megalong valley” - translated to be ‘Valley valley’. Most now are happy to settle on ‘Megalong’.



Don't forget:

- 1 May 2022 Nominations due for 2022 TR Register of Australia Inc committee
- 17 May 2022 Notify secretary of any matters to be raised at the AGM
- 6 June 2022 Zoom meeting link emailed to members
- 14 June 2022 AGM at 7.30pm via Zoom

Runs in April & May 2022

9 April	Wiseman's Ferry & Central Mangrove <ul style="list-style-type: none"> • Saturday day run • Contact Andrew Ross to book
1 May Midday	Mal's Malfunction, Yerrinbool <ul style="list-style-type: none"> • Lunch at Mal Munro's, 21 Kent Rd Yerrinbool • Bring your own meat, drinks & chairs, with shared salads & desserts • Contact Jenny Hicks to advise your shared food catering arrangements and Mal for general information
Coffee mornings and lunch in April & May	
Every Wednesday 10 am	Tathra Pub, Tathra <ul style="list-style-type: none"> • Enquiries Bob Watters, Sapphire Coast Chapter
3 April 8 am	AutoBrunch St Ives Showground, St Ives <ul style="list-style-type: none"> • Sunday Cars & Coffee • Enquiries nsscc.com.au or Andrew Ross
6 April 10 am	Pie in the Sky, Cowan <ul style="list-style-type: none"> • Wednesday morning tea • Enquiries Andrew Ross
20 April 10 am	Common Ground, Picton <ul style="list-style-type: none"> • Wednesday morning tea • Enquiries Jenny Hicks
1 May 8 am	AutoBrunch St Ives Showground, St Ives <ul style="list-style-type: none"> • Sunday Cars & Coffee • Enquiries nsscc.com.au or Andrew Ross
4 May 10 am	Pie in the Sky, Cowan <ul style="list-style-type: none"> • Wednesday morning tea • Enquiries Andrew Ross
18 May 10 am	Common Ground, Picton <ul style="list-style-type: none"> • Wednesday morning tea • Enquiries Jenny Hicks

Upcoming events

10-13 June Entries close 1 June	WWVMC June Long Weekend Rally <ul style="list-style-type: none"> • Wagga Wagga Veteran & Vintage Motor Club invites you to join their annual rally featuring local drives around Wagga and surrounds. Most meals included (a great weekend KH) • Enquiries & full details, including entry forms - www.wwvmcinc.wordpress.com
26-30 July	<ul style="list-style-type: none"> • Xmas in July • Singleton, Quirindi, Will Tree & Mudgee • Enquiries Kerry Holliday

SAPPHIRE COAST CHAPTER

Bob
Watters



Sapphire Coast Chapter outing for Drive Your Triumph Day. L→R TR3B Terry & Lesley Goodall, TR3A Rick & Joan Fletcher, TR3 Bob & Cherryle Watters, TR2 Keith & Dotti Manning.

The only activity of note this year has been the Drive Your Triumph Day where the chapter assembled an almost full set of Sidescreen TRs.

Keith and Dotti Manning's Long Door TR2, Bob and Cherryle Watters' TR3, Rick and Joan Fletcher's TR3A and Terry and Lesley Goodall's TR3B met at the usual spot - the Bermagui Hotel. We had a great lunch on the deck on a bright sunny day although storm clouds gathered in the afternoon. It was unfortunate that Stuart and Liz Baillie couldn't join the fun as their Short Door TR2 would have completed the set.

Like most of the east coast the weather has been terrible and it is hard to imagine how people affected by the devastating floods will ever recover.

The Wednesday coffee mornings at the new venue - the Tathra Hotel - resumed after the holiday period and it was terrific to catch up with friends again after the break.

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

EDITOR'S *Report*

Mary
Bird



Hi everyone

A big THANK YOU to everyone who has sent in photos - especially those from the "Drive Your Triumph Day" events. It was great to see so much participation. Sadly, it was a work day for me, away at Mount Hotham ... although - it seems a number of Triumphs made it to Falls Creek that day.

Great to see the SA member event to the photos this issue.

Note the inclusion of materials for the AGM in this issue. I am anyone interested in becoming a new member of the committee would be very welcome - so don't forget those important dates in Bob's report.

Wet weather and house projects (lots of banging and bumping on the roof as I type!), means my editorial assistant (Scout) has been dissatisfied with the number of outings in the TR. The addition of four hens to the backyard has him distracted ... especially as one turned out to be a rooster! He is very attentive to them and would provide editorial copy if I could speak dog!

Happy autumn days!

Mary



No 120 April -May 2022

CONCOURS *Update*

Bob Watters



37 Concours Registrations!

Concours planning continues with **37** registrations received at the time of writing. Remember you can register now but not pay for the functions until 30 June. Registering early greatly assists the organising team.



Concours events

One of the Concours highlights will be the Movie Night, the club will have exclusive use of the Merimbula Twin Cinema with a film screened in each cinema. The movies chosen will appeal to both male and female audiences and suggestions are welcome provided they are sensible.



Whale watching

A second whale watch cruise is planned to cater for the increased interest in this activity.

Lunch at Boydtown

There is a limit of 150 people for the Sunday lunch at the Seahorse Inn at Boydtown so don't delay in registering.



100 Triumphs on display

The Saturday display will include Triumphs from the Triumph Car Clubs of Victoria and the ACT, combined with the TR Register Sidescreens there will be around 100 cars on display (Image credit TSOA Vic)

Events in summary

Welcome dinner	Whale watching cruise
Car display	Oyster tours
Committee & Coordinators meeting	Golf
Presentation dinner	Oyster tour
Lunch at Boydtown	Fishing charter
Drives to local attractions	Shopping
Lakeside Walks	Explore Merimbula

Need more information?

In this Sidescreen issue:

- Concours entry form
- Concours information sheet

On the website

- Concours information plus
 - Online registration form, or
 - Fillable PDF form

It is a great way to meet and get to know other club members.

Please contact **Bob** if you have any questions about the Concours.



WHY GO TO THE CONCOURS?

Members tell you their “why”

We have been attending the TR Register National Meeting, Concours Display and After Tours since 2006. One border to cross this year, so we are really looking forward to Merimbula!

We always look forward planning the road trip and convoy with others who might want to join us on the drive a few days before - making sure that everyone gets there taking into account any breakdowns that might occur along the way, with lots of help at hand!

The TR Register is an amazing car club with so many wonderful memories from attending the National Meetings over the years. The friendships we have made will always be in our hearts forever. We experience the generosity and sharing of knowledge and information on how to keep our beautiful sidescreen cars on the roads for everyone to enjoy and hopefully encourage the younger generations to follow in our footsteps.

Not many sleeps to go now until Merimbula - can't wait to catch up with everyone! It has been such a long time since we were together as one big family. Keep well and stay safe. See you in Merimbula

Keith and Judy Brown, VIC



Adelaide After Tour 2018 - some real “classics” in this photo! Wonderful friends from all parts of Australia



TR Register Australia National Concours Display - Adelaide 2018



A great day out in the Triumphs!

Great weather this day and hard to imagine if we had been here at Mac's Bridge three weeks ago on 28 February 2022 - we would have had 3m of water over our heads.

The locals need to put another pole in to mark this 2022 flood as it looks like it will be a record and more than the 1887 one.

1974 was the most recent high flood as you can see marked on the poles.

Will people and the Governments learn about nature's way of life? This is not 100 year Floods or Fires. It's nature - we should be more prepared. We know that building on River Flats or in Fire areas that we have to build to be prepared for this to happen even if it does not happen in our life time. It will one day for sure - nature is nature.

These extreme weather times cause so many heartaches to lots of people - let's learn by our mistakes. Australia is a great country let's make it greater!

That's enough from my soap box.

Let's enjoy the time we have with family and friends out in our cars. We are so lucky in this country AUSTRALIA.





These photos are from two impromptu Sidescreen mid week outings in February and March.

- Geoff owns the white and green TR3A - a 1958, LHD California car.
- The white TR2 Long Door is owned by Dennis Hawkins.
- The green TR2 Long Door is owned by Colin Baldock.
- The SP250 Daimler belongs to Trevor Lindsay. Trev owns a multitude of beautiful Triumphs as well.
- The black 1962 TR3B is my car. My Dad bought it and we did an every nut and bolt restoration on it over 25 years ago. Straight from the restoration, it was driven to a National Concours at Bright and got third place in the concours that year.

We are looking at having a "gentlemen driver's day" once a month now mid week, taking in different routes each time in the beautiful Adelaide Hills. These drive are intended to be spirited but not law breaking.



TASMANIAN *Report*



Australia Day Run - Wednesday 26 January 2022

The line-up at the Kay residence Newstead included:

- | | | |
|---------------------------|---|---------------------------------------|
| • John & Pauline Kay TR3A | • Hugh & Jude Maslin TR2 | • Jeff Mount TR3A |
| • David Pearce TR3A | • Stephen & Ginetta
Rochester Mazda MX-5 | • Mick Sullivan & Jenny
Carter TR3 |

By 10 am we were on our way going through the city and on to the East Tamar Highway for the 21 mile/30 minute leg to the Marigolds on Tamar Café at Hillwood. Though overcast it was quite warm out on the deck overlooking the Tamar River about 5 km upstream from Batman Bridge.

After coffee and cake and not quite an hour we continued up to the highway, then a little way along before turning eastwards on the old Bangor Tram Road through to Lower Turner's Marsh then northwards on Pipers River Road to Bridport Road. We reached Bridport 39 miles and 50 minutes on from leaving Hillwood and found the Bridport Hotel.

Dining on the open air deck under the shade umbrellas HAD good views out to the sea and beach. There was plenty of choice on the menu and wine list and all were happy with their selections. There were a lot of visitors in the town for the Australia Day activities and after lunch we took a walk along the main street. Across to the local food park various vans were lined up plying their eats.

Returning to Launceston was by the Bridport – Scottsdale road. At the town boundary we turned west for Lilydale with plans for an after-lunch coffee or ice-cream. Being a public holiday all was closed up bar the local general store. So with no treats, we farewelled the Rochesters and then continued to the Kay's, a round trip of about 116 miles.

JK's Last Tassie TR Run - Monday 7 February 2022

With John and Pauline departing Tassie for Victoria on Friday 11 February, we managed to squeeze in a farewell run and lunch at Beauty Point 45 km north of Launceston.

Our meet up started at the Tamar Island Wetlands Sanctuary car park about 8 km north of Launceston off the West Tamar Highway. Meeting were John and Pauline TR3A, Hugh Maslin TR2, David Pearce TR3A and Jeff and Shirley Mount E-Type.





It was a straight-forward run to Beauty Point through Legana, Exeter and Beaconsfield river views. Our destination was the River Café overlooking the Tamar. We were able to dine on the shaded deck with views of the Tamar River and across to Bell Bay. Beauty Point and Bell Bay were serviced by the SS Taroona passenger ship from Melbourne until 1959 with the introduction of the roll-on roll-off ferry Princess of Tasmania and relocation to Devonport.

It was a last opportunity to acknowledge and thank John for the enthusiasm, encouragement and support that he has brought to the TR Register in Tasmania. While here he has arranged for the manufacture of small numbers of badge bars, the overdrive bronze oil drain screw plug and water pipe to heater valve in brass. Pauline's support role with the 2017 Concours and After Tour was also acknowledged. We look forward to catching up with them at future National Meetings.



L → R. Jenny, JK, Hugh, Pauline, Shirley, Jeff, Mick, Winston.



ABC Backroads - Longford

I mentioned in Sidescreen #114 April/May 2021 that Heather Ewart and an ABC film crew had been filming around Longford at the time of the Longford Motorama and expected that there would be some footage of the TR2 Special. Eventually the episode was televised Monday 21 February 2022 at 8.00pm, more than 11 months after filming.

It covered a diverse range of topics but there was about 90 seconds of the TR2 Special motoring along the hedge rowed lanes just out of Longford - with John and Heather Talbot driving along.

I thought it was going at a cautious pace which was probably wise since it had been in the pub window for the past 20 years. There were also scenes of the static displays from the Longford Motorama held on the Village Green. Register member Jeff Mount made a brief appearance raising the bonnet on the white E-Type Jaguar. There was also a brief clip of the Woolmer's Estate where we visited on the Sunday morning of the 2017 Launceston meeting.

Longford Motorama - Saturday 12 & Sunday 13 March 2022

This year's event which celebrates the history of the Longford Motor Races (1953-1968) was well supported on both days with good weather in the mid twenties. Saturday's proceedings took place at the Symmons Plains Raceway where there were demonstration laps by invited cars and displays of race, sports and classic cars and motor cycles. For a \$25 donation members of the public could ride as a passenger going around the circuit with proceeds going to the Cancer Council Tasmania.



Sunday's activities took place in Longford on the Village Green with entry by gold coin donation. There were a number of niche displays which featured some original cars and replicas of competition cars of the Longford era, more so the latter years, including Ford Anglia, Cortina and Mustang, early Holdens, Morris Minor and Mini, MG and Lotus. Other displays featured motor cycles, vintage go-karts and electric vehicles with current offerings on show.

In another area was a Ford Anglia known as The Goat, together with the Mick Watt Ford Anglia Special, the Wally Anderson Special and the Vincent powered Walkem special. The year by year Longford race history boards were erected and in the hall two simulators depicting the Longford circuit were getting plenty of use. It was interesting to watch and much safer as well. In the display car park there were probably 100 or so cars including a group of touring Sprites. Only two Triumphs were present: TR3As belonging to Jeff Mount and me.

We did catch up with our Longford member David Lake whose TR has been off the road since September for a mechanical overhaul (nearly finished). Later on I caught up with Winston and Marilyn Quaile. The cars that caught my eye on the day were a Bugatti Type 35B replica and what looked like a barn find 1911 Berliet roadster.

Member News

I am pleased to report that our enthusiastic member from the south, Martin Osborn, returned home on Wednesday 9 February from his sojourn in the Rehab. Unit at St Johns Hospital. Martin is in good spirits and has been back behind the wheel for some weeks now although in the automatic Polo. Wisely he is giving himself some time for mending and strengthening before tackling the TR3A pedals.

Recently our deep south member Lance Hadaway was in touch. He is going well, has almost finished building a new house and has recently sold the blue TR4 in which he had campaigned with at the Baskerville Historics in the past. He is keeping his red TR3A.

April - May events

26 April - 1 May

Shannons Classic Rally – Targa Tasmania

- 30th anniversary event



Australia Day Run car line-up



Robin and Bob Adams recently had a few days away with friends taking in Benalla Street art and then Silo Art on the way to Rutherglen for an excellent couple of nights at Tulleries. Here is a photo story of that trip.



The Eagle is on a silo at Gorambat and the army-related ones are at Devenish.



Upcoming events

3 April
10am - 4pm

Brighton Classic Car Show

- Firbank Grammar School Girls Grammar central oval

10 April
9.30 am staggered
start

Gippsland TR Register run

- Begin at Warragul Woolworths Breakfast car show.
- Meet any time before 9.30am (this is the finishing time for the car display). Or turn up earlier to see the displays.
- Make your way to the Super Cheap Auto Shop in Warragul (staggered start)
- Drive to Mirboo North, participate in an "Observation drive" (route map and questions).
- 12.45 pm Lunch at the Grand Ridge Brewery in Mirboo North
- Book with Bill Revill - 0412 191 356 ASAP (Check Forum)



Qld & NSW member activity on Drive Your Triumph Day, 10 February 2022. See more on pages 14-15.

