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# *Sidescreeen*

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**JOURNAL  
OF THE  
TR REGISTER AUSTRALIA  
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# TR-REGISTER AUSTRALIA COMMITTEE 2022/23

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Cover photo: Andrew Gibson at 2021 Winton Historics in Camila his TR3. Photo credit: SD Pics



It has been an interesting few months for the Register and for me personally.

The AGM was conducted satisfactorily.

On a personal note, I am honoured to continue as President of our club for another year. I am reminded every day of how good this group of people is and of our contribution to the classic car movement in Australia. I should add that being President is having lots of responsibility but no power. Just like most of my past management roles.

Thank you to those members who checked in and participated in the AGM. Thank you also to Paul Bingham who stepped in at the last hour to act as Returning Officer. Brian Richards had volunteered to

help, as he always does, but other late commitments forced him to withdraw. It might seem mundane but the AGM is an important element of the process that contributes to the Register being managed to the benefit of and under the control of the entire membership.

## **Conditional registration schemes**

The Committee is still working through state Conditional registration schemes. The schemes in WA or Tassie don't involve the Register. SA and Queensland have simple schemes that have little impact on the club. This leaves NSW and Victoria with relatively complex and seemingly constantly changing requirements (and changing interpretations of the requirements by police and government officers).

The substantive issue in these two states is confirming the eligibility of the vehicle to be in the modified or un-modified parts of these states' schemes. Ultimately the Register is accountable for assuring the vehicle is eligible. This is critical to ensuring the car is correctly registered and that any insurance cover is not jeopardised.

The Register will endeavour to ensure vehicle eligibility by inspections and/or a series of photos that will be kept by the state scrutineer/Registrar as evidence. However, owners have a critical role to play in ensuring they provide full and correct information to Geoff Kelly or Denis Hinde and that they keep the information up to date.

Denis Hinde in NSW has done a super job of getting on top of it all. Over the next few weeks/months Denis will ensure that all the cars registered through the NSW scheme are correctly registered under the current requirements, and that the Register has exercised the right level of care to our members and the club. In Victoria, Geoff Kelly along with David Ferguson and Geoff Bowman are continuing to do the same. You will be contacted by the appropriate person if you are impacted by changing requirements.

A key element in our process will be the formal introduction of a Member's Declaration whereby the member will sign a form to confirm the vehicle modification state, and that if the vehicle is modified post the form being signed that they will inform the Register. NSW has had such a form for a couple of years and this will be updated and used in both states.

Even as I write this, I have been informed that the Victorian government is introducing a declaration by the vehicle owner that may change the above, yet again. It is impossible to keep up with the bureaucracy.

## **New committee members**

The Committee will continue much as before with the welcome addition of Ian Cuss, Greg Parker and Sue McLeish. We have new volunteers filling important roles to deliver what the members need from the club. Your Committee and the volunteers put in an extraordinary effort that is transparent to most members. We are fortunate to have them.

You will see a separate article in this edition of Sidescreen about meeting the original owner of my BRG TR2. It is debatable whether he or I was more thrilled at this coincidence.



# PRESIDENT'S *message (contd)*

## A Triumph Italia 2000

Many of you will know of and maybe drooled over the Triumph Italia 2000 TR derivative. These TR derivatives had Michelotti designed bodies that were built by Vignale on TR3A and 3B chassis and running gear. They are exceedingly rare down under with only the occasional one in Australia. There was a yellow one in Victoria which I believe was actually a Neil Revington reproduction.

A few weeks ago I got a call from David Clark, the Triumph specialist here in Sydney. He had an Italia in the workshop. I contacted a few Sydney members and met up with Bob Slender the next morning at David's workshop. It was the first Italia I have seen and what a beauty it is. Glorious Italian style and, surprisingly to me for an Italian car, it was very well engineered and put together. All the body/chassis gaps were consistent, the doors opened and closed nicely. David is passing my details to the owner but I understand he is a collector and is unlikely to wish to get involved in the Register. I'll keep trying.

Having found this Italia I was informed by a UK contact that another one was heading to Australia. More success this time. I contacted the new owner in Victoria - Richard Lloyd. We had a long chat with him about the car and his plans. Richard has spoken with David Ferguson and has joined the Register. The Victorian members will be able to assist him with what I understand is a full restoration. We look forward to seeing Richard and the Italia at future Register events.

## TR friends and outings

We are off next week with a dozen cars for a four-day Christmas in July TT through western NSW. Kerrie Holliday has done a superb job planning this trip.

That is what the club is most about, enjoying the company of friends and our cars.

**John McCormack | President TR Register Australia**

# MEMBERSHIP *Report*

Tony  
Knowlson



Tony is away in the United Kingdom enduring their unusually hot summer. Despite that, he reports five new members have joined since the last *Sidescreen* issue. More details about these members and their cars will be listed in the next issue.

Please note Tony has a new email address for all correspondence relating to membership, especially any change of details. Please use: [membership@tr-register.com.au](mailto:membership@tr-register.com.au)



*Will we see YOU  
at the Concours?*

## WANTED

Townsville Member Henry Burke has sold his restoration project and is looking to buy a driveable TR that is suitable for a rolling restoration. Henry is willing to travel to inspect cars and can be contacted on 0408 779 588.



The new committee held their first meeting in July with the changes to concessional registration being the main area of interest. The changes are mainly focused in NSW and VIC and the club is developing procedures to ensure that both the car owner and the club are fully compliant with the regulations.

This is an area that is under more stringent enforcement in these states and it is vital that the club has the correct procedures in place. Members with cars registered for concessional registration with the club will be contacted to ensure that the correct documentation is on file for their car.

## Calendar

Once again this year there will be a calendar produced, some members are keen and have already sent photos.

There are a few basic guidelines to be followed:

- must be at least 1 Megabyte (1MB)
- must be in landscape format,
- the car should be the prominent feature of the photo and ideally a photo of a car being used.

If in doubt send the photo, cut off date is 31 August 2022.

Cost will be \$15 for pickup at the Merimbula Concours or \$20 mailed to anywhere in Australia. There needs to be 50 calendars ordered to make the project worthwhile.

The calendars are printed in Australia on high quality paper. All photos and questions to [bobtr3@gmail.com](mailto:bobtr3@gmail.com)



Thought for the day  
*"Why is it that all the men who know how to fix all the problems in the world are too busy working on old cars"*

## Vale Bev Evenden

Bev Evenden, adored wife of Harley passed away on 19 June. The funeral was in Colac on 29 June and was attended by many TR members, family and friends. Bev will be remembered by many of us accompanying Harley on trips to Concours and other events. She will be sadly missed by many of us, but especially Harley.



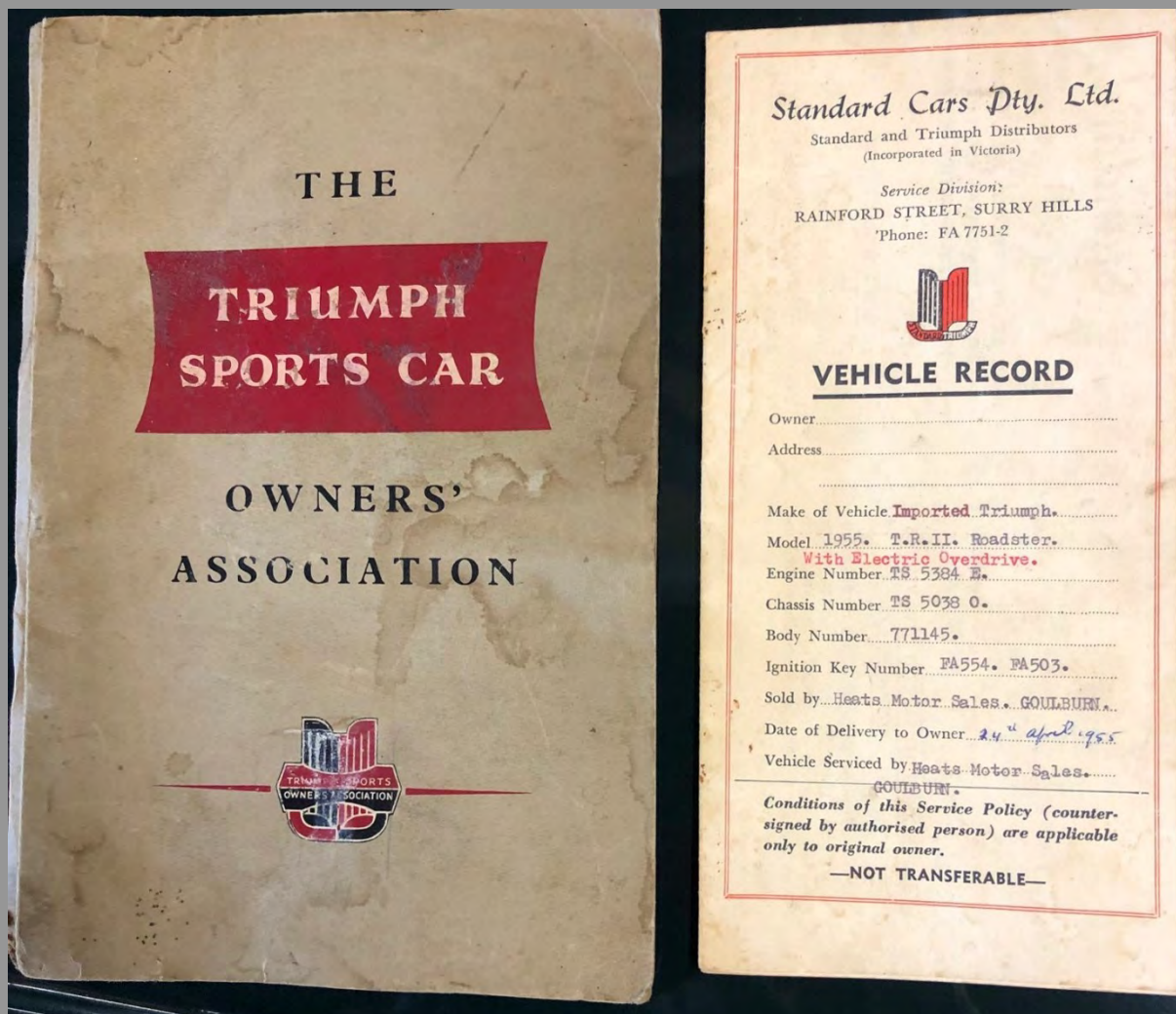


# THE TALE OF A TR2

On 24 April 1955, Goulburn Triumph dealer Heats Motors sold a British Racing Green Triumph TR2. According to the Vehicle Record it was a fully imported TR II Roadster, with electric overdrive and wire wheels. Commission number TS 5038 0 and engine number TS5384E.

The Australian Triumph distributors were Standard Cars Pty Ltd who were then located in Rainford Street, Surry Hills.

Earlier this year the original sales document and logbook for the TR2 came into the hands of Bob Williamson, the administrator of the popular Facebook Group "Old Motor Racing Photographs" and collector/purveyor of motoring memorabilia. Bob advised Rod Chivas of the documents thinking that the Triumph fraternity would be interested in them and he in turn advised me. I was keen to examine the documents and immediately felt they should be acquired as a great piece of history for the TSOA archives. Bob had a stall at SMSP at the June HSRCA historic meeting where I was racing so we arranged for me to look at the documents. I decided to buy them for the agreed price of \$50.



After the race meeting, I sat down and read through the logbook and what a fascinating piece of Triumph history it is. The logbook gives details of why the Triumph motor company at the time, set up The Triumph Sports Owners Association.

*"The Triumph T.R.2. Sports Car has been designed to provide a high performance*

*When it leaves the works it is capable of a maximum speed of well over one hundred miles per hour. It is a car that the sports car enthusiast may wish to enter in competition and therefore the Triumph Motor Company (1945) Ltd feel it would be of assistance to these owners if they are kept informed of any technical developments of the model. Consequently they have formed the Triumph Sports Owners Association to further this purpose. The Associations main object is to provide information for TR 2 owners that will enable them to maintain the maximum enjoyment and the best possible results from their cars. The Association does not intend to organize sporting or social events but will confine itself to the sole purpose of assisting Triumph TR 2 owners in the manner indicated above"*

TSOA

Membership cost five shillings and members got a handbook and a Triumph Sports Owners Association car badge. Overseas owners were required to fill out a form and send it to the local dealer. The logbook contained full technical specification of the TR2 and advised it had 90 HP at 4800rpm with a ¼ mile standing start time of 18 secs and a high speed touring fuel consumption of 32mpg. Advice was provided on how to prepare the car for competition and a list of optional competition equipment was shown. The results of the Jabbeke speed trial tests were listed showing that the TR2 was capable of 124 mph using overdrive and the car being fitted with a metal tonneau and complete undershield. In touring trim, the TR2 recorded a speed of 108.9 mph.

The list of options available included: tonneau cover, wire wheels which were said to be ideal for competition, aero screen to replace the windscreen, rear wheel spats, radio, heater, a short front undershield, skid plate, competition carburetor needles, finned aluminum sump, competition tyres, telescopic steering column, dual speed windscreen wipers, competition springs and shock absorbers, and a rather cute wedge shaped luggage case for the boot.

Also available was a rather impressive tool roll kit and aluminum drum brakes. The logbook advised the new owner that the company's publicity department would be interested in the results achieved in competition events and there were special pages in the logbook for recording success and forwarding to the company.

As can be seen from above, the TR2 really was targeted at owners interested in competition. But the story of this TR2 does not stop with the discovery of these original papers, as fascinating as they were.

As well as contacting me about the papers, Rod also copied John McCormack, President of the TR Register Australia, thinking that as the papers were for a sidescreen TR the Register would also be interested in acquiring them.

Imagine our surprise when an email came back immediately from John saying, incredulously; **THAT'S MY CAR!**

What a coincidence that these original papers should turn up over 66 years later. Upon hearing this I contacted John and arranged to hand the papers over to him.

**John Sendall enjoying a ride in his old TR2.**





# THE TALE OF A *TR2*



John Mc Cormack and his 1954 Triumph TR2 and the original purchase papers



While the sale document did not contain the name of the purchaser the logbook contained some service history and a name and Goulburn address. Needless to say, John was excited by the idea that maybe the original owner was still alive and living in Goulburn, or perhaps some family members were still there. He did not waste any time accessing the Goulburn white pages where he found a listing for the same name and made the call.

The call went through to a gentleman where John said “Hi, my name is John McCormack and I have an early British sports car” . Before John could finish the sentence the gentleman said “Not the green Triumph TR2 with the hole in the front”. John was indeed talking with the original owner of the TR2, Mr John Sendall, now in his eighties.

John arranged with John Sendall to bring the TR2 down to Goulburn to reintroduce him to his TR2.

On a chilly 23 June, John and fellow TR2 owner Jim Allen, made the trip to Goulburn and met up with John Sendall at his property just out of Goulburn.

John was quite overwhelmed when he saw the car arrive at his home in its original colour scheme. It was evident that he had cherished the TR2.

John Sendall bought the new TR2 after he had graduated from Agricultural College and took the car with him to work in Wagga Wagga. The TR2 remained in Wagga during John’s ownership where he used it in hill climbs and gymkhanas with the Wagga Wagga Sporting Car Club. He also used the TR2 as his daily driver until 1962 when he traded it in on a Peugeot 403, because he thought the Pug would be a better rally car which he was now involved in. (John McCormack has contacted the Peugeot dealership on the off chance they would know who bought the car but they have no records back that far)

John Sendall had very few problems with the car and the only warranty claim was as per the logbook, a set of new rear wheel bearings. He drove the car for many miles on rough dirt roads in difficult 1950s country conditions. John said that when he traded the car it was still in excellent condition with its original interior etc. So much for the view that TRs were poorly made.



John McCormack bought the TR2 from John Thompson Sports Cars on Parramatta Road in February 1976. He joined the Triumph Sports Owners Association NSW and the TR2 was a joint winner at the TSOA Concours later in 1976. Although the TR2 has been restored and maintained over the years John has retained its original appearance in BRG, red leather interior and fawn weather gear.

John Sendall remains a car enthusiast. His current cars include a 3.4 Mk II Jag that his father bought new (it is still in its fantastic unrestored original condition) an Alfa 159 and a Peugeot 504.

John McCormack sent the following email:

*"Had a delightful morning tea with John Sendall this morning. To say he was delighted to be reunited with his TR2 is an understatement. He was thrilled and could not contain his joy when I took him for a very spirited drive on the back roads west of Goulburn. We were there for two hours talking about the car and his car history. He is a petrol head, was Clerk of Course at Wakefield until about ten years ago and marshalled at various tracks for decades. The TR2 performed beautifully although we froze on the drive down. A memorable day. Thanks to you both. Cheers John"*

John McCormack's efforts to trace the car's history further have so far proved fruitless but with John Sendall's help more of this TR2's history might yet be uncovered.

This article was first published in Tread magazine (TSOA) by Geoff Byrne. Modified for publication here by John McCormack.

## TR PHONE Holder

Terry  
Hicks



My old cars always have speedos that are highly inaccurate. Recently I have copped a couple of minor speeding fines. At the same time things like digital speedos, speed zone warnings and Navmii have all entered the mobile phone world.

I decided to buy mobile phone holders for the cars. The 38 Chev was easy - a large flat metal dash made it easy for a suction cup.



The TR was not easy but amongst a plethora of possibles I found that The Ceratown Cell phone holder from Amazon is fine at \$30.

It clamps over the dash without compressing the vinyl. I have tried various positions but it is best left of the rear vision mirror. Easily visible to both driver and passenger and it does not need to be removed to attach the tonneau. Very stable.



# BRITISH CAR DAY AT *Gingin*



***Ken Bedwell is a member from the wilds of WA. He wrote this article for the local Triumph Sports Owners Association (TSOA). They have a yearly car meet (lockdowns willing) at a small picturesque village, called Gingin. It is about an hour's drive north of Perth. This year Ken's trip did not go as planned and this is a short recap of events.***

The day started well enough.

The collection of Triumphs at Muzz Buzz, Lakeside Joondalup, was enough to bring joy to anyone with a love of fine machines, and Trevor (our trusty TR3) was running as well as ever. After the briefing we all departed north with high anticipation.

The British Car Day is always a favourite for us. Not only is the run to Gingin a pleasant day out, but the pork pies and warm beer are always an attraction. The convoy set off in fine form, in light traffic, up the coast. The Military Road section gave us all a chance to blow out the cobwebs and clean the plugs with an Italian Tune Up, (in a totally legal way of course).

Whilst passing a slower vehicle, I could see the overtaking section was coming to an end, so I gave Trevor his head and planted the welly. Trevor responded with enthusiasm, but as we slowed down and pulled back over into the left hand lane after passing the dawdler, I sensed a change in engine note.

"Houston we have a problem," I said to Lyn, my trusty co-pilot, as we went onto 3 cylinders, then 2, then none.

"Bugger" as that great philosopher Fred Dagg would say. We stopped on the not very hard shoulder, and a gaggle of other club members also kindly stopped to help. Since oil pressure, engine temperature were both normal, and the engine had made no funny noises, I did not think it was anything too serious.

In eleven years of ownership, Trevor has never before let us down - but today of all days? With so many other British cars passing, oh the shame, oh the humility. Jaguars, Austin Healeys and MGs passed with nothing more than a superior smirk. Austin 7s chugged along in their attempt to make Gingin before the pies ran out. All manner of motorised carriages went past whilst I tried not to look embarrassed.

We checked and found we had sparks, so that ruled out electrical problems. I then removed the fuel line to the pump, and fuel trickled out so we had fuel. But on checking the fuel supply to the Sus, the priming lever produced nothing and I found the float chambers were empty pointing to fuel pump failure.

Fifty years ago I had a fuel pump failure on a Mini - in the middle of France. On that occasion a knight in shining armour (well it was actually another Mini) stopped and had a spare SU electrical pump, which saved that day. However, this time there was no spare pump handy. Luckily we had phone reception and as co-pilot Lyn has Ultimate RAC cover. They were



We encouraged all the Good Samaritans from the club who had stopped to help, to proceed post haste, so they did not miss out on the pork pies (and warm beer). But our esteemed Secretary Jeff and his lovely wife Kaye kindly insisted on keeping us company until the RAC arrived. A jolly hour or so passed drinking coffee and eating biscuits. Eventually Mr. RAC arrived, confirmed our diagnosis and called for a tow truck. Another hour or so and a truck appeared. In Perth it seems quicker to summon a tow truck than an ambulance. Forty minutes or so later we were home safe and sound, but pork-pie-less.

Now mechanical fuel pumps are notorious for failing diaphragms, so that is what I expected to find when I took the top off the pump. To my surprise it was intact. Hmmm.

I removed the pump from the engine for closer inspection. Sounds easy, but have you ever tried it? I am sure at the factory they must fit the pump to the engine before the gearbox is attached and the whole thing dropped into the engine bay. After much cursing, throwing of spanners and not an inconsiderable amount of lost skin and blood, the pump was removed. The whole lever mechanism had just fallen apart, so it was off to Markich Motors on the Tuesday.

Despite being very busy David extricated himself from the engine bay of a very tasty E type to look at the bits and said he had a solution. Although new ones being available, he returned from the back of the workshop with what looked to be one from Boadicea's chariot which had spent the last two hundred years in a muddy field.

"You should be able to make one out of bits of this and the top of yours," he said showing an unrealistic confidence in my ability.

Armed with a repair kit, I was sent home to do my best. Amazingly it seemed to go together after a few hours of cleaning and research.

Now have you ever tried to refit a fuel pump to a TR3?

If taking it off is difficult, putting the damn thing back is much harder. I found that the only way I could get my hand with the nut to the end of the rear stud was lying underneath Trevor. But then I could not see what I was doing. Luckily co-pilot Lyn came to look from above to guide my fumbling attempts.

After a few minutes of trying she said "Oh give it to me". With her delicate hands and flexible fingers she was able to get the nut started.

I gather from internet chatter that a cut down half inch spanner is a help to do the damn thing up. So the moral is that to do this job you need a short wrench and a thin handed wench.

All is now back together, Trevor is running as well as ever and I have learnt enough to leave it to David Markich next time.

Thanks to all the members who stopped to help, especially Jeff and Kaye. Trevor is sorry he let the side down, but the pump that failed was a modern repro one, not one of sound British stock, so failure is only to be expected.

We really did appreciate the help and support of the club members and will try very hard not to let the side down next time. Trevor promises



# A BLAST FROM *the* Past

## T R     R E G I S T E R     N E W S L E T T E R

Friday, 12th August - 8 p.m. REGISTER MEETING at Don Hughes' place, 46 Ruy Road, Epping. Park in Dunmore Street (Don's is the corner house). Featured will be two films on Le Mans, courtesy of B.P.

Sunday, 28th August - The grand gathering of Sports Cars at Randwick Race Course. All Sports Car Clubs are invited. Begins at 10 a.m. Bring a picnic lunch. Turn up in your T.R.

Sunday, 4th September - T.S.O.A. Parts Auction at Roger Gates' place, 316 Mona Vale Road, Torrey Hills. Starts at 12 p.m. for a Bar-be-que lunch.

Sunday, 18th September - T.S.O.A. in Victoria are hosting the Annual Six Hour Race at Calder.

Sunday 16th October - Hill-Climb at Silverdale, near Wallacia. T.S.O.A. members are eligible to compete.



The Triumphant Trio plus Two - Sunday, July 24th  
Where were you???

### Trailer

The Trailer is available to members for as long as they require. There is a flat fee of \$5.00. Enquiries to Alan Mitchell.

### Membership

Our membership for this year is now 30. Please forward \$5.00 to Don Hughes if you wish to join. This Newsletter is being sent to 92 early T.R. Owners (CHEW! ed).

### For Sale

T.R.3A - Red with Black Interior. Immaculate Condition. Formerly owned by John Cole. \$4,500. Mick Johnson - 630 3472

T.R.2 - Black. Completely restored throughout \$4,500. Morris Hend 602 1557

T.R.2 - Red. Mechanically Rebuilt. \$3,250 or offer. Max Hender 90 2 26 (H)

T.R.3 - White. New hood and side curtains. \$2,300 Conrad 51 16 1 (W)

T.R.3A - White. Overdrive and wire wheels. 1961 Model \$3,500



- 2 -

T.R.3 - Maroon. Unregistered. Extremely Straight. Perfect for a concours restoration or could be registered with a few weekends work. \$1,500  
John Murn 240 1228 (W)

T.R.2 - Fully Restored. Car lives at Nambucca Heads. Details can be obtained from the Owner's Brother - Mr. Hinton 660 4536 (H)

#### NATIONAL T.R. WEEK-END

It has been decided to hold a National T.R. Get-Together to coincide with the Vintage Meeting at Amaroo Park next January. Laurie Cousin was offered support and the details will be mooted at our next meeting. The week-end will probably include a National Concours, Parts Auction, A Run, A Dinner as well as the Vintage Meeting. Billeting for country and interstate visitors will be considered.

#### The Workers

Don Hughes (Secretary)  
46 Ray Road  
EPPING. 2121

Alan Mitchell (Treasurer)  
205 The Kingsway  
CRONULLA. 2230

Phone 86 1578 (H) 427 0199 (W)

Phone 523 2907 (H) 208 8314 (W)

John Murn (President)  
No Fixed Abode!!

(I'm moving somewhere by the 17th August, but God knows where, I Hope!)  
Phone 240 1228 (Work) - T.R. Register Office?

#### New Parts (AVAILABLE NOW!)

Top Ball Joints - \$16.00 each	T.R. 3A Front Apron - \$200
Soft Tops (incl. Fittings) \$100	Pipe Connecting Bottom Water Hoses - \$2.
T.R.2-3 Right Hand Bumper Bracket \$3.00	Handbrake Cable - \$2.00
Floor Hole Jacking Rubbers - \$1.50	Oil Pump Driveshaft Bush - \$1.00
Original Bakerlite Gearknobs - \$2.00	Boot Seal - \$6.00
Flexible Clutch or Brake Hose - \$6.00	Top Windscreen Rubbers - \$4.00
Gearshift Tension Spring - 50¢	Boot Clips for Brake Hydraulics - 50¢

(ENQUIRIES TO ALAN MITCHELL)

#### ORDER TO ENGLAND

We are about to send our next order. Orders will be taken for the following parts. The prices quoted are approximate and orders must be paid beforehand. The final date for orders is Friday, 19th August with either John Murn, Don Hughes or Alan Mitchell

Dzus Fasteners - long (side-windows)	75 cents
- short (bonnet)	75 cents
- windscreen	75 cents
Front Overriders (T.R.3A)	11.63
Hand Brake Grips	23 cents
Bonnet Hinges	9.00
Boot Hinges	9.00
Wiring Looms	23.00
Windscreen (bottom) Rubbers	3.20
Main Rear Stone Guards	6.84
Small Rear Stone Guards	2.66
Steering Box Peg and Post	15.20
Long R.H.D. Worm for Steering Box	38.00
Hard-Top Fittings - windscreen	3.04
- rear body	1.37
Fulcrum Pins	3.65
Idler Arm Brackets and Levers	22.95
Aeroscreens	40.00

We will require about any other parts you may require. Get your orders in

# COUNTDOWN TO *Concours* 2022



Concours final planning and reality testing runs will be happening over the next 2 months to ensure that everything runs smoothly.

## **100 Triumphs to be on display**

With registrations closed the vital statistics are: 75 entries comprising 66 Sidescreen and Derivative cars, 3 other model TRs and the rest in modern vehicles. Coupled with the ACT and VIC Triumphs there will be around 100 Triumphs on display, which should be quite a spectacular sight.

Over 30 cars are entered into judged classes which means that lots of help is required to share the workload and complete the judging efficiently. New volunteers are welcome. If you haven't been involved before don't worry as novice judges are teamed with experienced judges to learn the ropes. This is a great way to contribute to the club and increase your knowledge at the same time.

Ian Cuss is the chief judge and will be happy to talk to prospective judges and answer any questions. Contact Ian at [cussbus@gmail.com](mailto:cussbus@gmail.com).

**Whilst registrations have closed if anyone has a late change of mind and now wishes to attend the Concours please contact me.**

## **Special raffle**

As well as the normal raffle at the Concours this year there will be a special raffle with the prize an original painting featuring a TR in a period setting. This is an oil on canvas painting created by local artist, Paul Dion. It measures 700mm X 500mm.

Tickets are available to all members not just those attending the Concours.

- Tickets are \$5 each or 5 for \$20
- Purchase by emailing Bob Watters [bobtr3@gmail.com](mailto:bobtr3@gmail.com) with your name, contact details and the number of tickets required.
- Payment to be made by direct deposit to the club account.  
Westpac – BSB 032087
- Acc 152432 – Reference raffle and your name.
- A confirmation email with ticket details will be sent once payment is received.
- Members attending the Concours can purchase tickets there

***As usual all raffle proceeds will be donated to an appropriate local charity.***

## **Nautical dinner theme**

The theme for the presentation dinner will be NAUTICAL which gives plenty of scope for those who like to dress up.

Please contact me if you have any questions about the Concours. Concours update emails will be sent regularly to members registered for the event.

Bob Watters



Chief Judge Ian Cuss always has a close inspection when judging





### A Concours story ...

Finally after five and half years our car (XHP939) has been reborn and is back on the road. Michael Heaton from the TR Workshop at Woodend delivered the car on the 6 July to Keith Brown's factory at Mordialloc for storage until we collect it and make our way to Merimbula. The date is significant because my granddaughter "Neve" was born on the same day and as I write this Sharyn and I are on grandparenting duties in Sydney.

I should point out that Michael salvaged the car from another engine builder (whose business was in distress) in the midst of COVID so it has only been with Michael for two and half years. You will recall all the discussion about crankshafts "steel vs cast." Well - the steel crankshaft along with a lot of other go-fast bits were installed and the motor completely rebuilt, with a great deal of attention to detail, at the TR Workshop. Prior to delivery to Keith's it was dyno tuned by Michael and Tony at Fairfield and recorded a respectable 128 WHP at 6000 revs; good for regularity, hill climbs and fast touring.



Ever since the Ballarat Concours I've been driven by a passion to modify our TR (which we have owned since 1976) for performance whilst at the same time keeping it somewhat original! I suppose I was also motivated as a child when I saw this same car in the Melbourne Motor Show in 1968 with mirrors under it showing off a drilled and lightened chassis. I still have a Sports Car World magazine 1969 edition feature on the car.

Back to the Concours...

Sharyn and I are obviously not driving from Yungaburra. We will fly to Melbourne, pick up the car and drive to Merimbula. We are out of the loop living in FNQ and so looking forward to meeting up and enjoying some touring, excursions and evenings with old friends.

Of course we will be away from home for quite a while so packing and travelling light is the next big deal. We have two soft leather cases to pack and tuck behind the seats and of course we can also tie something onto the luggage racks.

At this stage we are hoping to travel back to the Sunshine Coast with the Queensland crew. That in itself will be a great adventure.

All the best to everyone.

Tony and Sharyn Denyer

# COUNTDOWN TO *Concours*

## Bill Revill's Concours Recollections

### Bendigo Concours 2006

The TR Register concours came around so off the wilds of Bendigo we went. We travelled with the Brodies, so we left from Newcastle at (about) 5 AM plus a bit – the trailer with my newly completed diorama had a case of the blinker hiccups at the last minute, solved by ignoring it until the problem went away!

The two TR's make a handsome sound as they blasted down the F3 in the cool of dawn – through Sydney and onto the Hume Highway. We saw many of the other TR folks along the way – the Pheasants Nest seemed a popular stop, followed by Dogs on Tuckerboxes for a nourishing pie. Then on to Albury for the night leaving the others to frolic in Beechworth. Albury was good – we were tired of driving but a swim in the pool and a cool glass or two was an excellent reviver.

The caravanserai continued, into the heat of the day to Shepparton (to be joined by Ray Mullins and Ian Cuss) then to Bendigo. It was on this run that I had the only problem with the TR – the realisation there was a funny noise, then learning it was both Windtone horns were stuck on and at the same time a funny smell...so with some quick work with the fire extinguisher we found a short circuit in one horn had allowed Mr Lucas' smoke to leak out thus protecting the fuse. Onwards to the concours – but the day was getting hotter as were the cars and the occupants – wow, sometimes we DO need a roof! But the motel, pool and consumables did the trick after we arrived.

On arrival in Bendigo, hot and tired, I decided my diorama needed some pit boards, so we set out for a hardware store to get timber, chalk and blackboard paint. More stuff to carry! Then to the registration and Friday dinner - onto the bus and head for the Bendigo Pottery. As usual it was a happy evening of catching up with old friends, making new ones, enjoying good food and wine and winning the raffles. The 'ladies' theme in the raffles worked well, with Sue Brodie winning an impact driver! Doug will be buying a special chair for the shed so he can sit down whilst watching her work in future. Everyone was pleased with the evening.

Enthusiastic souls rose at dawn to commence the ritual cleaning process that is so loved by concours folk. I hitched up the trailer and headed for the park and soon started to set up the diorama – for the first time!! It was a trial, of course - the sound played up, I needed an extra extension cord the usual hiccups – but it finished up looking, sounding and appearing OK. The only part I couldn't do was 'smellorama' – I tried to get a small engine running on racing fuel there to provide the aroma of methanol and caster oil, but alas by the time the engine arrived it was time to go. The judging came and went: The cars all looked terrific: The heat was, again extreme – head for the pool and drinkies again! It worked, too!

And so to another concours dinner – again lots of fun and friendship, prizes, and the great Concours Awards. The concept of bringing up the top 13 to the stage I thought was excellent – everyone could identify the people with the cars. But Black was the colour of the day, and congratulations went to Robert & Rosemary Schaefer with that simply perfect Black TR 3A.





# 13-20 OCTOBER 2022

So time for the road again on Sunday. We elected to miss the Sunday meeting as we heard the sad news of the passing of one of our 'Triumphs in the Hunter' members, Barbara Leonard, thus we elected to head off early to attend the funeral and to fit in with our original plans.

Our plan was to go home via Temora to see the aircraft museum (well worth a visit if you're in the area – a flying day would be excellent!) and to Cowra for the Japanese gardens (also worth a look). We stayed in Cowra (it was HOT!) so we needed yet another rest in the pool and drinkies (not again!) before a very early start to get back to Raymond Terrace by two in the afternoon.

Another 1500 miles of pounding the pavement in the old TR, the usual non-serious hiccups but generally again a reinforcement of what wonderful machines these are. Towing a trailer through 40 degree heat for hour after hour will trial any car: Mine is 50 years young in 2006 and still is going strong! Again thanks to all of the Victorian Team who organised the events – gee we had fun!!

## Thredbo Concours 2008

Danute and I had to decide if we were going to the Concours this year. It costs money, it takes time and a strict concours is really not to my interest – I prefer speed events. But our Novocastrian mates Doug and Sue Brodie were going and the joy of meeting old friends and new, enjoying the laughs and the fellowship and taking 'Sabrina' for a long run just sounded too good. We went.

We started at a leisurely hour from Newcastle, waved away by fellow Newcastle TR Enthusiast, Rick Schmalzer and headed for the Southbound freeway. Both cars ran faultlessly down past Sydney and on to an overnight stop at Goulbourn's favourite stop for motorsport enthusiasts, Mike's Manor. Good food, great company and an impromptu tour of Goulbourn by our host in the morning started the next day well for the final run to Thredbo. We met several TR convoys on the way down and exchanged notes at the stops.

Thredbo was beautiful. The weather combined with the scenery and the glorious selections of Triumphs' finest to make a perfect day. The all- important dinner was a night of catching up with friends and getting too many wrong answers on the quiz! Of course, seeing our friend Doug take the trophy was a real thrill for all the Newcastle TR team, especially as we all know how much work went into the preparation – months of meticulous cleaning, polishing, making perfect – for which but few have the patience, the skill, the pride in their vehicle. Another great night.

After the AGM, the Newcastle team decided on an alternative run home. We didn't have time for the full four day tour, so we slipped across the mountain pass direct to Tathra and saw the historic wharf, then wound our way up the coast road to Bermagui – truly a perfect TR cruising road – all paved, no traffic, sweeping turns but unfortunately not too much of a view of the sea. We stayed in the Bermagui Motor Inn, where mine host expressed an interest in the cars so we took him for a burn. "These old things go, don't they!" he soon exclaimed with surprise. Bermagui is wonderful – an untouched fishing village with no high-rise or hassle.



Concours registration plate images courtesy of Terry Hicks

# COUNTDOWN TO *Concours*

## Bill Revill's Concours recollections (contd) ...

Back to the highway via Wallaga Lake was another superb coastal area. Lunch at Bateman's Bay included a social visit to Smithees just to say hello (and so Doug could show them what a perfect TR looks like!). At lunch we had a visit from a local businessman who has owned a TR for 30 years – that was pranged in 1979 and has been under his house ever since! We

*An old Triumph may be just a car, but it represents a way of thinking and a way of living as well.*

hope he will join us in future. But as the heat of the day increased, the need for a cool pool and a refreshing glass took over, so an overnight stop at pretty Kiama was in order, followed by a relaxed trip home the next morning.

It's no wonder many people don't understand our affection for these old clunkers. It's about the cars, for sure, but it's so much more. The re-creation and living of history just by driving them, the camaraderie, the fresh delights of driving with the roof off and, best of all, enjoying the pleasure they give to so many people. From the schoolkids who cheer and wave in the playground to the aging enthusiast on the street who loves to swap stories about the cars of their youth! An old Triumph may be just a car, but it represents a way of thinking and a way of living as well.

## A timeline of Concours events

Year	Location	Year	Location	Year	Location	Year	Location
1978	Parramatta Park	1989	Shepparton VIC	2000	Inverell NSW	2011	Barossa Valley SA
1979	Parramatta Park	1990	Bathurst NSW	2001	Canberra ACT	2012	Penrith NSW
1980	Parramatta Park	1991	Hunter Valley NSW	2002	Swan Hill VIC	2013	Echuca VIC
1981	Parramatta Park	1992	Echuca VIC	2003	Armidale NSW	2014	Canberra ACT
1982	Freshwater Beach NSW	1993	Bateman's Bay NSW	2004	Adelaide SA	2015	Noosa QLD
1983	Lilydale VIC	1994	Bright VIC	2005	Bribsane QLD	2016	Albury NSW
1984	Leppington NSW	1995	Narrandera NSW	2006	Bendigo VIC	2017	Launceston TAS
1985	Albury NSW	1996	Corowa NSW	2007	Port Macquarie NSW	2018	Adelaide SA
1986	Victor Harbour SA	1997	Canberra ACT	2008	Thredbo NSW	2019	Ballarat VIC
1987	Bowral NSW	1998	Tumit NSW	2009	Cape Schank VIC	2020	Stanthorpe QLD Cancelled
1988	Canberra ACT	1999	Beechworth VIC	2010	Toowoomba QLD	2021	Stanthorpe QLD Cancelled



## Advice from David Pearce (Tasmanian coordinator)

The first thing I would say is if you haven't attended a National Meeting before don't hold back because your restoration is not finished. If you haven't had access to a decent reference car, it's worth coming along to look at the concours standard cars to pick up the finer detail with originality or maybe looking at the modification options. It's a sure way of renewing your motivation.

Some of my best recollections are from the trips getting to the Concours destinations. Particularly in the early 2000s, when travelling in convoy with some of the Victorian members to northern places, some taking three to four days getting there. You could probably call them Pre-Tours. They were great, doing about 400 to 450 miles a day, getting off the road late afternoon and settling into a new town each night for a bit of sociability.

## How to pack and what to take

- supermarket bags are very useful and stuffable into small spaces.
- the passenger footwell is good for little boxes which couple as a footrest.
- to stay warm - hop into a sleeping bag.
- Spares - no substitute for properly going over the car in the weeks (not days) before heading off. Check that belt and tension, hoses and clamps, electrics, fuel pump etc.
- Parts wise: rotor button, condenser, carby kit don't take up much room. If travelling with a group, bigger items like distributors, fuel pumps, water pump and generator can be shared around. At one time I seem to remember carrying around parts that represented a previous failure for which I had no spare and was unlikely to recur.

To get the most out of the Concours meeting, well throw yourself in,! We all have one thing in common: we are proud owners of the mighty Sidescreen TRs. While they might look the same on closer inspection you will find they are all individual cars, just like you and me. Make the most of the destination and some of the towns you may not visit again.

## Concours Thoughts and Ramblings – from Bob Watters

### *Every Concours is special*

- An after-tour where one couple produced a fine china tea set to enjoy their afternoon tea. No Motel mugs or tea bags here only the finest china and tea leaves. Just shows what can be packed safely in the TR.
- The marriage proposal at the presentation dinner in Canberra.
- The spectacular dessert at the Brisbane Concours. (see photo below)
- Cars presented at the cattle pavilion at Armidale due to the inclement weather.
- The heat wave at Bendigo.
- A head gasket replaced at the Concours display at Thredbo.
- The fabulous costumes at the presentation dinners every year.
- Massed Sidescreens on the Canberra lawn
- The Powder Blue car line-up at Port Macquarie and Canberra.
- And so many others.

**Best Thing About the Concours?** Catching up with old friends and making new ones.



# MEETING MORE *Members*

Meet Ian Cuss - new TR-Register committee member

*How did you get introduced to Sidescreen Triumphs?*



In 1991 a friend found a TR 2 in boxes down near Ballarat. He called me and said you need to buy this car. I was at the time touring up in the Northern Territory and phone reception was a bit difficult. I did call the owner to discuss the car and price, but he informed me I was third in line and had to call back in 48 hours. - which I did! If I'm correct I was in Kakadu National Park using a pay phone. The other two interested parties had tried to negotiate or needed time to raise the \$5000.00 and he wasn't interested. He was looking for a simple sale. I agreed deposited the money and picked up my TR2. It became a six-year restoration. I joined the Register in 1992 and my love for our cars has just grown.

*What is appealing about old cars?*

They are lovely little cars with a group of dedicated owners that make owning and driving them fun.

*What is your ideal Triumph outing?*

I love all the gatherings but the pinnacle of course is the Annual Concours where you meet old and new friends each year. It's a time of looking at all the new builds and what added extras or quirky things people have done. *Its like being in a Big Boys' Toy Shop!*

*If a young person walked up to asking for your advice on owning a Triumph and you only had a few minutes to give your best tip, what would it be?*

If you have time now - jump in and let's go for a spin and you will be sold on these great cars!

*What is the single-most important thing about owning a Sidescreen?*

Keeping it in top condition in appearance and to a safe standard.

Since joining the Register we have made life long friends and the support we give each other is terrific. I think it would be a sad thing to own a Sidescreen and not be a member of the Register with the knowledge and information you get it's a fantastic Club.

*Watch this space for more committee member profiles in future Sidescreen editions!*



## BIRTH CERTIFICATES

Need a birth certificate  
for your car?

Contact Bob Watters, Secretary  
(contact details page 2).



# NSW Report

## Christmas in July

Well, it was three years of planning and two cancellations due to COVID but finally Santa Claus deemed us three-times lucky and a TRiffic five-day run, highlighted by our Christmas dinner which finally happened. The reprograming and new venues proved such a great success for 22 really happy NSW Register members and for our overworked and much relieved organiser Kerrie.

The members of the group came from far and wide: Orange to Port Macquarie, Wollongong, Sydney to Nowra. They were:

Jenny & Terry Hicks	Susie & Ian Wall
Andrew & Jenny Ross	Cheryl & Darryl Dobe
Sue & John McCormack	Jo & Graeme Corbett
Gwen & Brian Richards	Joy & John Muddle
Cherylin & Alan Mitchell	Chris Olson
Rodger Harrison	Kerrie & Russell
	Holliday

Travelling through the Hunter Valley to Singleton for the first night, the next day we visited the Australian Infantry Museum. It was so well presented, full of implements and armoury for war in all the fields of battle the country has been involved in .... well worth a visit any time. Then up the New England Highway to Quirindi for lunch, and to Bob's Shed. This ain't an ordinary shed, it's packed with so many "ordinary" collectables from every family's past, but it's the Holden race cars of Brock etc and all the motoring stuff and models that drew particular attention.



We travelled to Willow Tree where Our Christmas festivities were to happen. The usual preparatory afternoon drinks get together involving many stories told by members (continuing the Register tradition) prepared us for the fun evening to come. With our presents set aside, we commenced our delicious meal in the environs of the beautifully enhanced historic Willow Tree pub.







Winery tasting  
Mudgee



Winery Mudgee



Arts & Crafts Gallery Mudgee



L→R: Andrew Ross,  
John & Sue  
McCormack, Jenny  
Ross



On Saturday we returned home via historic Sofala, then members of the tour gradually left the group, with the majority heading over the Blue Mountains, so satisfied to have finally had a TR Tour after all the disappointments of these “unprecedented times”.



Oddfellows Hall Sofala



Approaching Sofala



NSW members at a June airing at the Pie in the Sky. As expected our July one was washed out.

Pictured L à R: Pat Walsh, Andrew Ross, John McCormack, Tim Watcyn-Jones, Neville Turbitt, Roger Gates, Allan Wright, Renate Polyglaze, Joan & John Muddle.



## NSW Events

Kerrie Holliday

Our long awaited 3 years in the making Xmas in July run was a great success. The next two months have a mix of coffee mornings, lunches and day runs for your enjoyment. With flooding and road damage, Andrew's two ferry day runs in August have become a lunch at *Saddles* in Mount White. There's a spring garden Southern Highlands day run in September to look forward to as well. Looking ahead, a group travelling from Sydney to the Merimbula Concours in October will break up the drive by staying overnight Wednesday 12 October at Bateman's Bay. If you would like to join the group, contact Kerrie for details.

## Runs in August & September 2022

- |  |  |
|--|--|
| <b>Wednesday</b><br><b>24 August</b><br><b>12pm</b>                      | <b>Long lunch at Mount White</b> <ul style="list-style-type: none"> <li>• <i>Saddles</i>, 20 Ashbrookes Rd, Mount White overlooking the lake</li> <li>• Meet there for lunch</li> <li>• Bookings required to Andrew</li> </ul>   |
| <b>Sunday</b><br><b>11 September</b>                                     | <b>40th All British Day, Kings School</b> <ul style="list-style-type: none"> <li>• 87 Pennant Hills Rd, North Parramatta</li> <li>• Display only. Food and drinks available.</li> <li>• \$10 per car</li> <li>• Contact Andrew Ross for your entry ticket</li> </ul>   |
| <b>Saturday</b><br><b>24 September</b><br><b>10.30am</b><br>(house tour) | <b>Southern Highland Spring Gardens</b> <ul style="list-style-type: none"> <li>• Meet at the National Trust property, <i>Retford Park</i>, 1325 Old South Rd, Bowral.</li> <li>• \$20pp concession.</li> <li>• Self guided Garden tour only \$7pp.</li> <li>• Morning tea at the gardens <i>Hearth by Moonacres Cafe</i></li> <li>• Bookings needed for the house tour. Contact Sue McCormack to book.</li> <li>• See <a href="http://www.nationaltrust.org.au">www.nationaltrust.org.au</a> for further information about the venue.</li> <li>• Lunch at <i>Sutton Forest Hotel</i>, Sutton Forest</li> <li>• Afternoon visit to the <i>Chinoiserie Garden</i>, 23 Webb Street, Mittagong on the way home. <a href="http://www.chinoiserie.com.au">www.chinoiserie.com.au</a></li> </ul> <p>Enquiries and house tour bookings to Sue McCormack.</p> |

## Coffee Mornings and Lunch in August & September

- |                                |   |
|--------------------------------|---|
| <b>Each Wed</b><br><b>10am</b> | <ul style="list-style-type: none"> <li>• <b>Tathra Pub, 8 Bega St Tathra</b></li> <li>• Morning tea</li> <li>• Enquiries Bob Watters, Sapphire Coast Chapter</li> </ul> |
|--------------------------------|---|

## Coffee Mornings and Lunch in August & September

<b>3 August Wednesday 10am</b>	<b>Pie in the Sky, 1296 Pacific Highway, Cowan</b> <ul style="list-style-type: none"> <li>• Morning tea.</li> <li>• Enquiries Andrew</li> </ul>
<b>7 August Sunday 8am</b>	<b>AutoBrunch St Ives Showground, 450 Mona Vale Rd, St Ives</b> <ul style="list-style-type: none"> <li>• Cars and coffee</li> <li>• Enquiries <a href="http://nsscc.com.au">nsscc.com.au</a> or Andrew Ross</li> </ul>
<b>17 August Wednesday 10am</b>	<b>Moses Barnes, 89 Argyle St, Picton</b> <ul style="list-style-type: none"> <li>• Morning tea</li> <li>• Enquiries Kerrie</li> </ul>
<b>4 September Sunday 8am</b>	<b>AutoBrunch St Ives Showground, 450 Mona Vale Rd, St Ives</b> <ul style="list-style-type: none"> <li>• Cars and Coffee</li> <li>• Enquiries <a href="http://nsscc.com.au">nsscc.com.au</a> or Andrew Ross</li> </ul>
<b>7 September Wednesday 10am</b>	<b>Pie in the Sky, 1296 Pacific Highway, Cowan</b> <ul style="list-style-type: none"> <li>• Morning tea</li> <li>• Enquiries Andrew Ross</li> </ul>
<b>21 September Wednesday 12 noon</b>	<b>Moses Barnes, 89 Argyle St, Picton</b> <ul style="list-style-type: none"> <li>• Lunch</li> <li>• Enquiries and bookings to Jenny, call or email <a href="mailto:hicksjenny50@gmail.com">hicksjenny50@gmail.com</a></li> </ul>

## Upcoming events

<b>13-16 October TR-Register National Meeting</b>	<b>Merimbula NSW</b> <ul style="list-style-type: none"> <li>• National Meeting 13-16 October</li> <li>• Enquiries Bob Watters</li> <li>• Contact Bob Watters</li> </ul>
<b>Early December</b>	<b>Xmas end of year celebration</b> <ul style="list-style-type: none"> <li>• Lunch on the deck of <i>The Rowers Club</i>, Penrith</li> <li>• TBA final details</li> </ul>

# SAPPHIRE COAST CHAPTER

Bob  
Watters



A sunny day welcomed the chapter members who travelled to Bermagui, via Cobargo for a coffee, to meet with members of the Triumph Car Club ACT. They had ventured down for the weekend to finalise plans for their visit in October. Both the ACT and VIC Triumph car clubs will be displaying their cars at the Register Concours in Merimbula.

Lunch at the Camel Rock Brewery was a great way to spend the afternoon with live music and pleasant surrounds. Terry Goodall from Moruya joined the group for lunch but unfortunately his lovely wife Lesley was working and couldn't attend.

Coffee mornings still attract a good bunch of local classic car enthusiasts with visits from Victorian Register members Bill and Danute Revill and Bateman's Bay resident and TR racer, Andrew Gibson. It is always terrific to welcome visitors to our region and everyone enjoyed their visit. A few whales put on a good show for the Revills to add that little extra that makes these days special.

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



# QUEENSLAND *Report*

Paul  
Bingham

Here are just a few photos of the Christmas in July weekend away in the Northern Rivers area. TSOAQ invited TR Register members as well. We had a great time travelling to Beaudesert with a good drive through the mountains to Kyogle, Casino, Grafton then on to Yamba.

For dinner, we dressed up in the theme on White Christmas. The next day's drive was around the local area. One photo shows a house built on something next to the Clarence River at The Elbow next to the Lawrence Tavern where we had lunch. Have a guess what it was built on?

After lunch some of the group had a drive to Broom's Head. The weather was just great for the weekend. *Never too far in a Triumph!*



**Paul Bingham | State Coordinator**



# SOUTH AUSTRALIAN *Report*



Out and about in the Adelaide Hills, where else?! It was a mild winter's day here, perfect for getting out with not much traffic on mainly back roads.

We met at Mylor for a coffee and a chat then headed through Echunga, Mount Barker, Nairne, Dawesley, Brukunga, Charleston, Gumeracha then on to Cudlee Creek Café. After lunch we drove down the Torrens Gorge Road back to in my case, work!! Had to pay for the fuel somehow.

The next run is planned for Friday 26 August.



The group has already grown to 16. Anyone outside can join. SMS me 0408 398 800 with contact details and I will add them to the list.

I SMS the group the week before with details about meeting point and time.

This system works well. We need to know who is coming so we can wait for the last person to arrive before setting off.

In a couple of months, I would like to see a huge turnout as I want to book a venue again in the hills for a longer lunch. That would be great. We are having a lot of fun over here.







Next run:

Friday  
26 August

SMS Geoff  
0408 398 800  
for  
information  
& updates



# TASMANIAN *Report*

## British Classics Launceston - Monday 13 June 2022

The second iteration of this event was held, appropriately on the Queen's Birthday holiday at the NAMT motor museum Lindsay Street, Launceston. Despite the minus 4 degrees overnight and frosty start to the day, numbers were good and on a par with last year with close on 80 participants and about 50 cars on site. Some others were coming and going and a dozen or so motor cycles with Triumph predominating.

Alphabetically the marques ran from A for Alvis and Austin through to W for Wolseley. There were lesser numbers of Jaguar and MG this time as both marques have had displays at the NAMT recently.

### Triumphs present:

- TR2
- TR3A
- TR4
- TR7 V8

### Register members attending:

- Hugh Maslin
- David Pearce
- David Lake
- Jeff Mount



Hugh Maslin's TR2, David Pearce's TR3A

Winston and Marilyn Quaile dropped with four other 4Triumph owner members. Among the other interesting cars was an Austin 3 Litre with an inline 6 cylinder engine. Looks like a stretched 1800 with more refinement which were not marketed in Australia. Only a handful were in the country.

Coupes included a TVR Tuscan, a Lotus Elan +2 S130 and a Royale Sabre - a UK component car made from the late 1980s - 1990s with numbers in the low hundreds. This one ran a Ford Granada power plant.

With reduced admission the museum display was well patronised as was the merchandise shop. On display was a 1965 Rolls - Royce Silver Cloud 111 "Flying Spur" Sports Saloon and a pair of Bristol being a 403 and 404.



David Lake's TR4 at the British Historics, Launceston

## Our cars

There is another engine rebuild on the go with the Peerless GT motor coming out mid July. Late last year I was concerned that the coolant level in the recovery bottle kept on dropping and soon found that the oil level was rising by a similar amount and showing up milky on the dipstick after firing up.



A blown head gasket was regularly suggested as the cause. I tested for gas coming back to the radiator with no indication. Having given the block a chemical clean in 2019 and before Ballarat, I started thinking a figure of 8 gasket might be the issue. With the engine out and the head off, examination of the gasket soon revealed the problem. My mechanic took the pistons out and that revealed a few things. The bore of the sleeves is 85 mm, three of the pistons had broken top rings, one of the piston skirts had a scalloped hem like someone's tennis dress. The rough edges on the scallops had been feathered. On removing the sleeves it appeared that the figure of 8 gaskets had been in good order.





I believe the previous rebuild was with Vanguard parts? It was done in the early 1990s when the odometer was showing about 68,000 miles, and today it is about 78,000 miles with some 8,000 miles put on since I acquired it early in 2013. So I am going with a new 85 mm high port engine kit from the Register.

I was in touch with Winston Quaile recently and he told me that his rebuilt motor is now back in place but was yet to be hooked up. I am hoping that it might see the road this coming summer.

It was good to see David Lake's TR at the British Classics Launceston having just returned from an engine, clutch, gearbox and electrics overhaul. David has returned it to disc wheels as well.

### Merimbula Concours

I believe we still have five TRs and members plus partners planning to attend this year's national event. These numbers should be equal to our previous best interstate and is over 50% of our state membership. We have an overnight stop at Lakes Entrance on the Wednesday and should be at Merimbula on the Thursday.

**David Pearce | Tasmanian Co-ordinator**

### Coming events

**15-18 September**

**Baskerville Historics**

- Baskerville Raceway

**Sunday  
16 October  
10am-2pm**

**Predominantly British Car Show 2022**

- The Village Community Centre, Triabunna

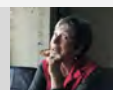
**Sunday  
13 November  
10am-2pm**

**Swansea Car and Bike Show**

- Swansea Oval, Swansea

## EDITOR'S *Report*

Mary  
Bird



Hi everyone

Winter days have been cold and crisp in our part of the world, accompanied by a rise in COVID cases. This has made it a challenging season with lots of staff absences and record numbers of visitors in the resort.

It is great to see so many people reporting on outings in their cars despite the chilly conditions. At last the NSW crew have been able to enjoy their Xmas in July weekend - a concept popular with the Queensland members too! Victorian members have been getting an eyeful of classic cars, South Australians have been in Adelaide Hills (again), the Tasmanians are reporting on car shows again.

But let's not forget the main event: *Merimbula Concours*! Thanks to members who have shared their thoughts, memories, advice and hopes about this national gathering. Members are coming from far and wide and I look forward to meeting you!

Scout is keen to be out and about too - and fresh snow is what he likes (as well as the odd-rabbit chase). You can follow his snow antics on Instagram @inscoutshonour

Happy TR-ing!  
Mary | Sidescreen Editor



It's official! Winter had the coldest start in Melbourne for 70 years. The ski season opened early, Melbourne Demons form slumped and it has not been conducive to driving TRs!

Still, we have managed to find a few indoor activities to keep us entertained.

## **Lane 88 Motor Museum**

On Saturday 18 June, we had VIP invitations to the official opening of Lane 88 Motor Museum. This is a museum that was essentially a collection of cars and memorabilia belonging to John Dymond, the owner of Penrite Oils. Of course, the Penrite name is strongly associated with classic cars, so the turn out of cars was impressive.

The museum itself does not contain many cars but what it lacks in numbers, it makes up for in rarity and quality. Among the cars on display are a couple of Aston Martins, a 1938 BMW 328 Sports, a Bugatti Type 35, a Signal Red TR3A and many race cars.

About 20 of our members attended and enjoyed the cars and the chat. A big thanks to Ray and Vic who drove from Shepparton in Vic's MGB GT and to Peter Standen who drove from Bendigo in BMW style!

If you find yourself in Melbourne with an hour to spare, the museum is at 88 Lewis Road, Wantirna South. Please check opening hours.



## **Keith Brown's factory**

Next event on 22 June was a visit to Keith Brown's factory to view Australia's only collection of Signal Red TRs!!!

About 15 members attended and checked out the facility housing Keith's TRs. In addition, his stunning TR5 was allowed out in the dry conditions to join the others!

The newest addition to the fleet, a TR6 undergoing restoration was on full display. With the body at the paint shop, the restored chassis and mechanicals could easily be seen and admired. When the body returns, it too will be Signal Red. There is no truth to the rumour that he is looking for a TR2 and TR7 to complete the set!

Again, thanks to everyone who attended, especially Peter Standen, who again drove from Bendigo for the visit.



[www.tr-register.com.au](http://www.tr-register.com.au)



# WINTON - A FAMILY WEEKEND OF MOTOR SPORT

Bill  
Revill

Remember the weekend of 20- 21 August – a great day for an all-Triumph celebration! Bring the family!

**Saturday** is a special day – we have hired the skid pan at Winton for some motorkhana style fun and for driver training. Anyone can have a go, but we are targeting young people, both males and females, to come out and learn how to handle a car. It's for 12-year olds up.

Do you have kids or grandchildren? Would they like to have a try? Will you or your partner join them? Great family fun!. Any car is suitable, and everyone can have a go.

***"Nobody ever forgets their first day of motorsport. If you want the kids to remember you, take them out to this weekend"***

## **Everybody can enjoy motorsport!**

Bill Revill has a pretty standard Toyota – a 'nugget' – for competition and invites all of his family to use it. So far, his brother, daughter, her partner and two nieces have run at 'Come and Try' days at Sandown and Philip Island and the Bryant Park Hillclimb.

*"We all enjoy motorsport now and the kids have a ball", says Bill. "It's great to see the family together and I'm sure they will continue to be future competitors".*

**Sunday** is on the Winton circuit - the All-Triumph Challenge (ATC) - an event bringing Triumphs together, both local and interstate.

An MSCA round - There is something for everybody – non-stop day of on-track action, LOTS of Triumphs and other classics to drool over.

**FREE Entry** Everyone can walk amongst the cars & chat to drivers.

- Escorted track laps at lunchtime (lunch supplied).
- The ATC is a great sight – a full field of Triumphs of every year and model, all competing with a chance to win, it's not just the fastest car.

## **Come up for a day or the weekend!!**

A magic weekend – events are terrific. The collection of cars are amazing. Gala dinner - Saturday Night with local and interstate Triumph enthusiasts.

Accommodation is available check our Accommodation Ticker (motel list available).

- Nearby Benalla area - great restaurants, wineries and scenic drives.
- Silo Art Trails

**Contact** MICHAEL KIP for more details and information



