

A decorative header featuring a black background with a red streamer and white stars.

Sidescreeen



**JOURNAL OF THE
TR REGISTER AUSTRALIA**

NO. 136

DECEMBER 2024 - JANUARY 2025

TR-REGISTER AUSTRALIA COMMITTEE 2024/25

TR Register Australia Inc ABN: 95675396315

President	Ian Cuss (Tracey) NSW	Mob 0408 388 316	cussbus@gmail.com
Vice President	Colin Baldock (Juanita) SA	Mob 0405 396 874	colbtr2@hotmail.com
Secretary	Steve Bradford QLD	Mob 0437 542 410	steve@tbrmotorsport.com.au
Treasurer	Tony Xerri (Lesley) VIC		anthony.p.xerri@gmail.com
Parts (new & second hand)	Mal Munro NSW	Mob 0416 031 654	malcs707@gmail.com
Membership	Andrew Pitchford VIC	Mob 0419 311 077	membership@tr-register.com
Regalia	Chris Olson NSW	Mob 0403 518 220	chrisolson1951@gmail.com
Club Historian	Bob Watters	Mob 0408 502 350	bobtr3@gmail.com
Committee	David Ferguson (Jenny) VIC	Mob 0417 463 110	dje.ferguson@bigpond.com
	David Pearce TAS		dnjpearce@westnet.com.au
	John McCormack (Sue) NSW	Mob 0413 312 134	huon_24@bigpond.com
	John McCormack (Talia) VIC	Mob 0407 900 924	jnymak87@gmail.com
	Rowan Burns (Hayley) NSW	Mob 0467 077 358	rowtheboat2@hotmail.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, Bob Watters, Graeme White, Shirley Pitman (Dec).

State Coordinators

ACT	Peter Mc Ewan (Gayle)	Mob 0419 998 556 macsdunlop@yahoo.com.au
NSW	Andrew Ross (Jenny) Denis Hinde NSW Club Registration	Mob 0412 274 635 andrew@tr-register.com.au Mobile 0418 255 499 denisghinde@gmail.com
QLD	Sue McLeish (Ian)	Mob 0407 723 116 susan_mcleish@iinet.net.au
SA	Geoff Bills	Mob 0408 398 800 gbills@internode.on.net
TAS	Hugh Maslin (Jude)	Mob 0408 929 936 maslinhj@gmail.com
VIC	Vacant Geoff Kelly VIC Club Registration	Tel: 03 8774 4154 the4kellys@dodo.com.au
WA	Chris Keay	Mob 0417 955 924

Sidescreen Editor - Mary Bird
Website: www.tr-register.com.au

editor@tr-register.com.au

Front cover: Concours winner John A McCormack (VIC) in his red TR2.
Back cover: Best TR3 winner Graham Brohan (ACT); Best TR3A winner Denise McGuire (VIC). Award details on page 13. Photo credits: Bob Watters and Steve Bradford. Banner photo by [Joanna Kosinska](#) on



INSIDE *Issue 136*

From the editor

Concours is done for another year, and already people are planning the 2025 National event in SA's Hahndorf. Will you be part of that?

Concours really brings out the passion in people. There is the meticulous work in presentation, mechanical maintenance, repair and restoration as well as the energy thrown into organising and participating in the weekend's activities. The middle pages of this issue are a testament to that spirit and another great event.


Hats off to the ACT chapter in their organisation of this year's event. There was a lot going on in the background to make it the success that it was.

Also in the background, is a lot of work being done on the website. I am sure you are all looking forward to seeing the big reveal in early 2025.

Summer is upon us and already it feels like it will be a hot one. Enjoy yours - be it on the beach, poolside or in the hills. Best wishes to everyone for the festive season.

Scout will be spending a lot of his time in the river!

Enjoy your TR and drive safely.

Mary 
& Scout

Contents	
President's Message	4
Vice President's Report	5
Tony's Test	5
Membership Report	6
50th Anniversary Celebration	7
Differential Brace for a TR3A	8
Buchanan TR2 Restoration	10
National Concours 2024 <i>Cover Story</i>	13
National Concours 2025 Plans	23
Peerless Reunion	24
Canberra Capers	25
NSW Events	26
Vale Bill Newling	27
Tasmanian Report	28
South Australian Report	30
Victorian Report	31



SAVE THE DATE!

National Concours
17 - 19 October 2025
Hahndorf, SA

After tour 20 - 22 October

Season's greetings to all

PRESIDENT'S *message*

Welcome members to the pre-Christmas Sidescreen. I trust that everyone is preparing for the festive season.

The Canberra Concours has been run and won and I'd like to give thanks to Peter, Gayle and all the members from the ACT chapter for their wonderful contribution in making the Canberra event and after tour another excellent event.

Congratulations to those who won trophies - especially to John McCormack junior, entering his first concours and taking out the major prize with his lovely TR2. I'm sure it is due to his late father's influence that he's so enthusiastic about his new cars. It was terrific to see John in the carpark, wheels off and cleaning his already immaculate car. Well done John! We look forward to seeing you next year at the South Australian concours.



A big congratulations to our wonderful and gracious new spare parts man Ray Kasparian who took out the honour of Club Member of the Year. Without Ray dispatching our parts, most of our cars would not be on the road. He keeps Allan Bare informed of members' requirements and is constantly calling members about their orders. So on behalf of all the membership, I say "Well done and thank you Ray!"

*"Alone we can
do so little;
together we
can do so
much."*

Helen Keller

Canberra volunteers

A big thanks go to all the volunteers over the Canberra weekend. I can't go without saying that this club runs on the efforts of a lot of volunteers. Over the weekend and after tour, the volunteers did a marvellous job selling regalia, marshalling cars, scoring and judging and helping wherever was required. We need volunteers to keep the club up and running so thank you very much to all, and keep up the good work.

The display attracted a lot of public attention with again people gaining interest because their dad or uncle had a Triumph.

Our Sunday members' forum was well attended covering off on what the committee are moving forward with especially preparations for our 50th Anniversary in 2026. Thanks to Mary for her presentation on Instagram - another social platform that helps promote our club. It was well received and utilised over the days during our gathering.

Colin presented information on the website with its new look and tutorial on navigating it. It should be ready to go live in January. Our apologies for the delay but perfection takes time.

In this edition, we include information on next year's concours and gathering of the faithful. Please give serious thought to it and start booking your accommodation. It is sure to be another great event especially with the inclusion of the Bay to Birdwood run.

Tracey and I wish you all a Very Merry Christmas and wonderful 2025. We look forward to catching up with you at some stage next year.

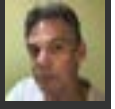
Drive safely

Ian Cuss | President



VICE PRESIDENT'S *Report*

Colin
Baldock



I said in my first report that I will only write if I have something to say but there has been a bit going on in my world in the last few months.

Concours 2024 & 2025

First of all we had the Canberra Concours. Well done to Peter, Gayle and the team for a great event. It was good to see the cars lined up on the Treasury lawns. I have some photos I will get around to posting on the TR Register Facebook page and Instagram now that Mary Bird has instructed me on how to do this.

Unfortunately we couldn't stay for the after tour but I hear it went well. By now you should be aware that I have volunteered to run the next concours in Hahndorf. The details will be in this magazine if you haven't already seen the email version. My team will be shamelessly plagiarizing Peter's work to assist us!

Website & database update

Those who attending the Sunday morning forum in Canberra would also have seen that I have been updating the website. We have reverted to the original site for the time being to allow the work to be done. Much of it has been completed but there are some elements to get working as we would like and of course we are populating the site with as much content as we can although this will continue to be a progressive thing. Our goal is to go live in early January.

As if that wasn't enough the committee has identified that our club database is at risk with superseded software running on an old laptop. While we do now have a backup of the data we need a later version of the software to ensure the database remains available. The committee has agreed to purchase a cloud based licence which permits multiple users to access the database.

This means that not only can our membership secretary update the membership information but Bob Watters or Steve Bradford in their roles as Historian and Secretary can update information on the cars and owners as new information comes to light. It will also allow for multiple people to answer queries on the history of the cars. We have purchased the software and I am in the process of loading our database onto it. By the time of printing I hope this will be functional.

If you were wondering, in my time off I am renovating two bathrooms. The first is nearly complete and I get to start on the next one in the New Year!

Happy TRing and see you at the OcTROberfest in Hahndorf!

Colin Baldock | Vice President

TONY's *Test*

Where and when was this photo (right) taken?

Answer page 30.



MEMBERSHIP *Report*

Andrew
Pitchford



We've had another good period for membership renewals and new members joining over the last couple of months with now 311 current financial members. That still leaves some 80 members from the past couple of years who have not renewed their membership for 2024/25.

In the next week or so, I intend to send out further reminders to those people.

Just reminding people who have not renewed that Membership fees remain unaltered from previous years at:

Full Membership	\$40
Associate Membership	\$20
New Membership	Complimentary for the first year or part thereof.

Payments should be made preferably by direct deposit to the club account the details of which are provided below:

Account Name: TR Register Australia

BSB: 032 087

Account No: 152432

Reference your name and/or membership number and a brief description of what the payment is for.

For those members who are unable to pay by Direct Debit payment by cheque or Credit Card is still possible by emailing your credit card details and expiry date and on a separate email the CVC number to the Membership Officer

OR posting your cheque to:

The Membership Officer
TR Register Australia
12A Stanhope Street
Mont Albert VIC 3127

New Members

We are pleased to have welcomed 5 new members to the TR Register since the last publication of Sidescreen.

Member	State	Location	Vehicle
Mark Sander	NSW	Sutton	TR4
Paul Kelly	NSW	Vincentia	TR2
Nigel Johnson	QLD	Cornubia	TR3A
Paul Mathers	VIC	Kalorama	TR3A
Bob Annett	WA	Mt Lawley	TR3A

Andrew Pitchford | Membership Officer





As advised in the previous issue, the club will celebrate its 50th anniversary in 2026. From humble beginnings at a meeting of like-minded enthusiasts in Sydney to the present day, where the club boasts nearly 350 members, the enthusiasm for these wonderful little cars has never waned. It is only fitting that this significant milestone be celebrated in the best possible way. A working group to review the most appropriate ways to celebrate this important milestone has been formed.

The main event: 2026 Concours

The main event will be the 2026 Concours, the venue for which is still undecided. However, a drive day to commemorate the first run of the club is locked in for Saturday 16 May 2026. It is proposed that this run be in the style of the Drive Your Triumph Day which is held in February every year.

Plan a run for 16 May 2026

State coordinators and members from across the country are encouraged to plan a run on this day (or make a weekend of it) in celebration. The first run was from Parramatta to the Blue Mountains and Sydney members are planning to replicate this run. The editor and the web manager will welcome photos taken on the day (weekend). Please support these runs, for those living in remote areas or those who can't join an organised run, just take the TR for a drive and send a photo. The club has both a Facebook and Instagram account to provide an even wider audience.

Once the 2026 Concours location has been finalised (suggestions to the Secretary) planning can begin in earnest to ensure that this event will be one to remember. As mentioned previously this will only happen once - so let's make the most of it.

Commemorative badge

Work has already started on a commemorative badge with thanks to Noel Schmidt for his usual outstanding work on the design. Commemorative regalia is also in the planning stage and the style and scope of the 50th anniversary publication is being worked through. Contributions for the publication, particularly photos from the early years, will be sought as well as anecdotes and other items of interest.

Whilst 2026 seems a long time away it is not too early to start planning. It would be terrific to share ideas across the membership. The President plans to have regular Zoom Forums commencing in the new year for members to discuss topics of interest. These will also provide an ideal opportunity for members to share ideas pertinent to the 50th anniversary. There will be updates and reminders in every Sidescreen as well as the website once it comes on line in early 2025.

Please feel free to contact any of the working group with suggestions or to volunteer some time to ensure the success of this historic milestone.

Working group members are

- Bob Watters bobtr3@gmail.com
- David Ferguson dje.ferguson@bigpond.com
- David Pearce dnppearce@westnet.com.au
- John McCormack huon_24@bigpond.com
- Russell and Kerrie Holliday tr3a@live.com

Bob Watters | Historian



DIFFERENTIAL BRACE *for a TR3A*

You may have seen advertised on Racetorations website, a differential brace. I assumed this was to prevent the axle tubes moving in the diff casing, particularly in a racing application. I came to appreciate this recently racing my Tr3A at the VHRR Winton Festival of Speed in August - on the long circuit this year.

Private practice on Friday was uneventful and the car performed well, running strong and turning in better after work on camber (3 degrees allowed) and changing from toe in to a small amount of toe out.

The weather was perfect for old English sports car racing - not hot and a good grid of Group S cars. Unfortunately only one other Sa car (Greg Prunster's Bugeye), but enough Sb cars for me to race competitively with.

Black flagged!

Qualifying on Saturday morning was feeling good, until I was black flagged after four laps. I pulled into the pit lane and was told I had an oil leak (see right).



Back in the garage with my pit crew (Fitzgeralds x 2 and Don Blewett) and I found there sure was an oil leak - from the diff rearwards - the whole underside of the car had been rust - proofed!

All we could find was a diff drain plug that would tighten about half a turn. I was not really convinced this was the cause of the leak, but it was all we could see initially.

Never-the-less a time of 1.47 was a reasonable starting time, as my best time in the past was a 1.44.

Black flagged AGAIN!

First race was on Saturday, after one lap I black flagged again!

Back to the pits and another inspection of the now totally rust-proofed rear end and revealed the cause. The dowel that locates the axle tube into the diff casing had fallen out allowing oil to spew out onto the muffler → smoke screen.

I had noted some weeping of oil for some time from the join of the axle tube into the diff housing, and understood that the axle tubes were probably moving a bit. Oil loss from the diff (checked) was negligible, until, of course, the dowel fell out!

The crew bodgied up a plug made from a bolt wrapped in Teflon tape and this lasted three laps - black flagged again!

To add insult to injury, I was called up to the Clerk of the Course for crossing the "blend line" as I exited Pit Lane (I had to start from Pit Lane - fortunately, a gentle reprimand only).

The problem was re-addressed.

We found another of the four dowels was also loose (and weeping a small amount of oil). This was peened over with a punch so it would not fall out.

An oversize bolt was placed in the Makita drill, and “turned down” using a file, and then whacked into the offending hole.

Last race of the day on Sunday afternoon (only four laps because running late on program), started from pit lane and came from P26 to P19 in four laps (and gaining!) with a time of 1.45. That was only 0.01 off my previous PB.

The Clerk of the Course came down from the tower and applauded me as I left the circuit. A satisfying end to a frustrating weekend, nevertheless.



How to fix the problem?

Easy! Consult Terry Goodall, perhaps to copy the Racetorations brace (£495 GB plus freight to Australia). Terry produced a cast aluminium rear diff cover with four studs on the back of it and stamped “Stanpart”. Would this do, do you think? I've no idea where it came from.

The part number identified this as the rear diff cover for a TR4A.

A plate was made up to attach by the four studs on the back of the cover, and an arm on each side fixing these arms to the axle tubes using U bolts. (See pic)

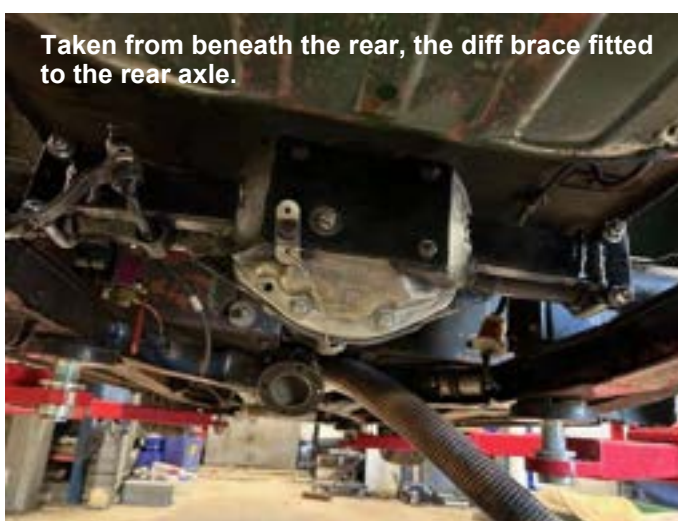
The dowels were replaced with threaded dowels, Locktited and peened over.

Job done !!

While it took 64 years for this problem to become an issue, and about 40 years of racing, it's probably worth having a look at the dowels, and if they are loose (as two of mine were), peening them over, or even better, removing and replacing them with a threaded dowel. You will be good for another 60 + years.

Missed Baskerville because I fell off a ladder, fracturing hip joint and pelvis - six weeks on crutches - but that is another (embarrassing) story about men over 70 climbing ladders.

One Raceway (aka Wakefield Park), 1 and 2 Feb 2025 - can't wait!



Taken from beneath the rear, the diff brace fitted to the rear axle.

BUCHANAN TR2 *Restoration*

Alan Mitchell (NSW) tells the story of the Buchanan TR2 he rebuilt between 1987 and 1991. He had finished the rebuild of his TR4 and was well underway with the TR3A which was its third rebuild under his stewardship since its purchase in 1968.

I had been doing the vehicle restoration course at NSW TAFE since 1981 and wanted to take advantage of the resources to build another car. With me at the course was former TR Register member Grant Burford rebuilding his TR2 and Ian Black. He was a longtime Spitfire owner but this time rebuilding a convertible TR7 from a body shell he got from Noumea (supplied by now Register member Graham Laurie, then the British Leyland dealer there). He was using the mechanical and interior bits from a damaged TR7. I don't know what happened to Grant and the TR2 as it was not finished when I left Sydney in 1993, but Ian Black is still driving the TR7 and was at Stanthorpe for last year's concours as well as Graham Laurie in his TR3A.

My story is I had an itch that needed scratching - to return to some form of sports car racing. The Buchanan TR was my choice.

Buchanan history

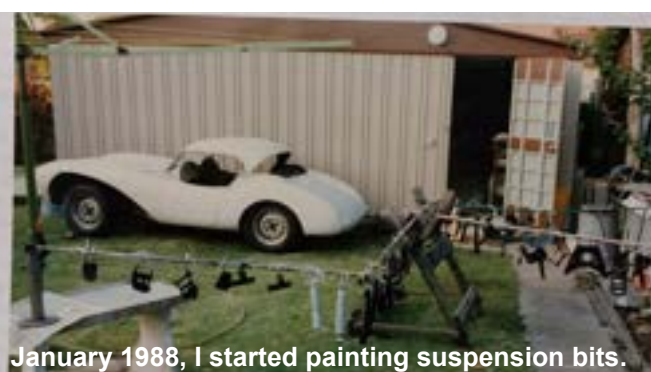
The bodies were made in NSW by of all people a Mr Nat Buchanan (hence the name). They were a fibreglass copy of an Aston Martin DB3 owned by Tom Saloman who had pranged it while racing. Nat offered to fix it for nothing if Tom would let him take body moulds off it. Tom thought this was a good deal so the project went ahead with some subtle changes to the shape so that Aston Martin wouldn't sue him. Buyers purchased the body from Nash and found whatever chassis and mechanical parts they could find to build a car. From memory, there were two such Buchanans racing in the 1960s under the Ecurie Triumph banner.

Tom was later killed at Bathurst in 1970 when he and a TR3A drifted into each other down the main straight. This was when it was a mile long with the humps in it, which made cars very light when the wind got underneath. Tom went off into the fence/trees and was killed.

A chassis found in Newcastle

So I was looking for a TR-based chassis which I found in Newcastle. As you will see from the photos - what a basket case! But never mind - it was TR based! So two trips to Newcastle on the same day with the trailer in tow, I returned home with it. Towing was with a Triumph 2500 to keep it all in the family.

Firstly, all the metal work in the body had to be replaced. As in: floors; sills, dashboard; firewall; rear half of the transmission tunnel; seat bases; petrol tank and rear parcel shelf (we will call it - not unlike that in a TR). The floors had just been flat pieces of metal.



Fabrication of parts

At TAFE I was able to fabricate all of the above items with all the strength creases and indents that a TR has. The dashboard was my own design which suited the shape of the body mould with its high cowls.

The chassis was suitably sandblasted (too much like hard work to rub it down). You will see from the finished photo that I boxed up the X frame U shaped sections, to turn them into

four- sided sections, joining the main two chassis rails, also with appropriate triangular plating on top and bottom where they joined the main rails. The suspension towers also had triangular plates added to prevent negative caster occurring during braking.



These modifications to the chassis proved to be very successful in not allowing any flexing at all while cornering. The first event I went in was Eastern Creek with no roll bar then and the extra strength was just so obvious with no twist. And - remember it is a fibreglass body. This idea was not mine but by chance Ken Gillanders of British Frame and Engine from California, was visiting. He saw the chassis and said this is what we do in the US to strengthen a chassis for racing. This was a handy tip and if I was building another TR for the road I would do this to it too.

The body

As you will see it was a coupe but when I sat in it with the body shell on, there was only a hand span of width to look between the cowl and the top of the windscreen. This would never do so out with the angle grinder (Triumph tool number unknown). It was effective in turning it into a convertible.

A lot of re-fibreglassing with appropriate strengthening continued for some years. I did have to go to work in those days.



April/May 1988 body in shadow coating.

I remember after many trips to the local surfboard shop to buy fibreglass, the owner excitedly asked me what I was building. When I told him the excited look faded to a ho-hum appearance. Oh well, we can't all love historic sports cars! With the body now finished a respray in red gave it the look I wanted: *Fast when standing still!*

The suspension

I fitted 550 lb springs and heavier shocks, the usual lowering block arrangements and a seventh leaf added to the rear springs with a panhard rod and a very heavy sway bar on the front. It also came with modified bottom wishbones that were two inches longer than standard which gave it a very nice feel on the track. It still had drums all around at this stage. I drilled out the backing plates for extra cooling - I wish. The steering box was the long shaft TR2 casing and looked like a dog's hind leg in shape. I found that a mini exhaust pipe was the right dimensions to replace the old outer column.



Alan Bare to the rescue

By August 1991, four years had passed but now with the incentive of making the grid at Eastern Creek, a somewhat rushed finish got me there in Regularity with about another six or so TR owners. No roll bar or tonneau at this stage. For some reason it wouldn't start and as you will see from the photo, Mr Ferguson Tractor - otherwise known as Alan Bare came to the rescue and got it going.

BUCHANAN TR2 *Restoration*

Alan
Mitchell

I remember sitting on the grid for practice in this car which I had rebuilt from bits and pieces. My only driving experience with it was onto the trailer to get to Eastern Creek. Off I went with all the others. Got to the first corner. Yes it turned in and no body flexing. How good is this? But about two laps later I found when I went to brake nothing much happened. In fact, I thought I was going to go through the fence. Hot drum brakes - no this is no good. If you are going to race, stopping is just as important for personal safety.



Buchanan engine bay



Hunter Valley Concours—Buchanan debut October 1991. Pictured –Rick Fletcher behind the wheel, Geoff Fry far right, Aan Mitchell middle.

John Murn (who was running his TR3A) mentioned at the meeting that he had a set of TR4 discs. These were quickly purchased and fitted for further meetings. Callipers were available in Register second-hand stock for reconditioning. Now I had brakes.

The engine wasn't highly modified at this stage, only extractors and a 36/70 cam, still with a low port head. Later a modified high port head was added.



Racing the Buchanan TR at Gnoo Blas Circuit, Orange in November 1993.



Repainted in 2011
in Le Mans Red
(Ford paint colour)

This was easy enough except when I went to close the bonnet. The power bulge wasn't high enough for the extra height of the head. So I looked for that Triumph tool again that I used on the hardtop and cut the irritant power bulge off. I showed it where the real power came from. Back to the surf shop for more fibreglass and about two inches higher power bulge the bonnet closed.

I raced this Buchanan until 2002, after that only using it in the annual Gnoo Blas event in Orange. When a racer was killed in the wet there in a Mini it went back to being display laps only. I sold it in 2011 to a former TR racer Rodger Harrison. It now resides in Port Macquarie and is road registered. It was only ever a Regularity car as a non-production special. I had to prove it had been raced before, which I couldn't do as I had no history on it.



2024 NATIONAL CONCOURS AWARD WINNERS

Judging Awards

Recipients

Originality	First place: John A McCormack, VIC - Red TR2 Second place: Stan Lawrence, QLD - BRG TR2 Third place: Denise McGuire, VIC - Pale Yellow TR3A
Excellence in Presentation	First place: Keith Brown, VIC - Red TR3A Second place: Peter Cotter, VIC - RedTR3B
Road Class	First place: Graham Brohan, ACT - Blue TR3 Second place: Hugh Maslin, TAS - White TR2 Third place: Geoff Bowman, VIC - Red TR3A
Best TR2 Laurie Cousin Perpetual Trophy, Concours Winner	John A McCormack, VIC - Red TR2
Best TR3 Boyce Beeton Trophy	Graham Brohan ACT - Blue TR3
Best TR3A, Murn Mitchell Perpetual Trophy	Denise McGuire, VIC Pale Yellow TR3A
Derivative	First place: David Pearce, TAS - Red Peerless Second place: Chris Olson, NSW - BRG Doretti Third place: Paul McEwen, NSW - Red Doretti
People's Choice	John A McCormack, VIC - Red TR2
Rookie of the Year	David & Wendy Graham, VIC - Red TR3A
Travelling Triumph	Warren Evans, QLD - Red TR3A
Club Member of the Year	Ray Kasparian
Editor's Award	Neville Turbitt, NSW
MOSS Award	Peter Molesworth, NSW

Not awarded in 2024

- Encouragement Award
- Restoration Award
- Competition Award

NATIONAL CONCOURS - *Cars*



Second place Originality - Stan Lawrence (QLD)



First place Excellence in Presentation Keith Brown (VIC)



First place Derivative (Peerless) - David Pearce, TAS



Second place Road Class - Hugh Maslin, TAS



Second place Excellence in Presentation Peter Cotter (VIC)



Second place Derivative (Doretti) - Chris Olsen, NSW



Third place Road Class - Geoff Bowman, VIC



Rookie of the Year David & Wendy Graham, VIC



Third place Derivative (Doretti) - Paul McEwen



Travelling Triumphs Award - Warren Evans, QLD



NATIONAL CONCOURS - *People*



2024





Ray Kasparian was delighted to be awarded Club Member of the Year presented to him by Allan Bare



Best "Aussie Icon" costume - Pie & Sauce - Alison Arnison & Chris Olson



Bob Watters



Rowan & Hayley Burns



Peter & Gayle McEwan

Aussie Icons



Jenny & David Ferguson, Mary Bird



John & Pauline Kay, Darryl & Cheryl Dobe



David & Wendy Graham, John A McCormack

Presentation Dinner



Kerrie & Russell Holliday



Robin Adams



Claire & Paul Middleton



Andrew & Jenny Ross



Keith & Judy Brown



Peter & Marilyn Cotter



Geoff & Noelene Bowman



Tracey Cuss, Elizabeth Powell & Ann Cleary



Ian Cuss & David Pearce →

AFTER TOUR - *Activities*

SUNDAY DRIVE - *Tallagandra Hill Winery*



MONDAY DRIVE

- From Canberra to Braidwood
- Elrington Pub, Majors Creek for lunch
- Return via Bungendore



THE TR REGISTER CUP - *Form Guide*

This "race" was held on Tuesday 5 November, featuring a lot of TR Register thoroughbreds. Race caller Peter did extensive research on the line up which is shared here for those who missed the event.



1. PRINTER'S INK by Red Wine out of High Country ridden by Bob Adams

This fellow is from the same bloodlines as Happy Wanderer who ran in the 2014 Cup and was a proven runner and comfortable over long distances. As a long distance champion himself he was recently spooked by a misunderstanding between circumnavigation and circumcision so he now runs in much smaller circular tracks. He is more of a stayer than a real sprinter but in an aging field he might be a good each way bet if he can find his way.

2. DETHRONED by Stood Down out of Presidential Office ridden by John McCormack

One of the smallest runners in this year's field but this is no handicap to his performance as he has won this race before. He is always immaculately prepared by his handlers and will certainly be in the running again this year. He is well respected by the organisers of this event. Don't put your house on him but he is definitely worth a bet.

FORM GUIDE *continued*

3. AT LAST by Determination out of Thirst for Power ridden by Ian Cuss

This gelding has been in promising form recently winning the Presidential Stakes and the Masonic Handicap and is suited to long distances. He is sometimes a bit flighty in the starting gate and his start will probably dictate where he finishes. Even though his recent form has been good the consensus is that his best is behind him. I can't see him running a place so would be hesitant in putting any money on him. Failure to perform here will see him destined for the knackers yard. That would be quite a fall from his lofty heights.

4. PALE YELLOW by Left Hand Drive out of Newport ridden by Denise McGuire

Whilst having international origins this filly is now considered a local and is always well prepared for this event. She is always immaculately presented and is a no frills racer. It's a bit problematic for her in as much as the reins are on the opposite side to the rest of the field but it never seems to affect her results. A good each way bet and value for money.

5. DORETTI LAD by Derivative out of The Mid West ridden by Chris Olson

This gelding is a consistent performer and is always well turned out. His connections have access to any number of silks but he normally runs in the traditional green. Used to travelling over long distances and is well respected by the other runners. Has placed in this event in the past and must be considered a contender again this year.

6. TWEETIE by Sidescreen out of Snow Country ridden by Mary Bird

This filly is relatively new to this event but has been training well with her stable mate and has made solid contributions during that time. She has made some adjustments to her running style which has impressed her connections and many in the industry. She is highly valued by her stable mates for her commitment to improvement. She is a stayer and cannot be overlooked for this one.

7. FOUNDING MEMBER by Preservation of the Marque out of Orange ridden by Alan Mitchell

This colt was a starter in the original TR Cup which comprised only 5 or 6 other runners. Since then the event has gone ahead in leaps and bounds. It is a desirable event and attracts strong runners from all over the country. He has been a consistent contributor over the years and brings a certain amount of energy to his running. Whilst not running a place in recent times he has been strong contender over this distance in the past.

8. WELL ORGANISED by In Demand out of The Blue Mountains ridden by Kerrie Holliday

A very honest filly who normally delivers when required. She is recognised in the industry as an honest and reliable performer. Her recent form has been good and augers well for another all out performance today. Regardless of how she goes today she will be given a well earned break from racing to rejuvenate her for next year's Autumn Carnival.

9. PIKELET by Gentleman out of Medlow Bath ridden by John Pike

A very well respected stallion who, on his day, could surprise this field. He is highly regarded in the racing industry for his pleasant temperament. Always immaculately turned out in his red with two white sashes so stands out in an otherwise conservative field. He has been well held in recent times but given his head could return to past form and feature in the winner's circle.

10. GOMEZ by The Adams Family out of Port Fairy ridden by Tony Xerri

This stallion placed well in this event in Merimbula in 2022 but has not featured again since then. A beautifully presented runner but whilst at times prone to go off at a tangent always gives a good account of himself. Although his recent history has been good I understand that his trainer is reluctant to push him too far so he may not be as well prepared as in past years. My mail is that he is being put out to stud after this year's event which will please him.

11. ROSY RED by Well Prepared out of Black Rock ridden by Keith Brown

This gelding is a good chance for this year's race. Whilst his background is as a sprinter he has had success in the Cup in the past and is well prepared again this year. He works hard for his connections so it is no surprise that he is considered a good chance in this year's Cup. The other runners will be nervous again this year.

12. MAMA BEAR by Generosity out of Black Rock ridden by Judy Brown

Another runner out of the Brown Stables. She is somewhat overshadowed by her stablemate in the performance area but has her own solid pedigree of consistency and reliability. A well prepared filly who always does her best work and pleases her handlers. Conditions on the day may dictate how she performs, however she will always give her best.

13. NEWBIE by Lovely Car out of Camberwell ridden by David Graham

This fellow is new to this event so is an unknown quantity. He is obviously happy over long distances and very well prepared so a good result would not surprise. He is immaculately turned out so keep an eye on him as the odds are pretty good.

14. HAVE A CHAT by Consistent Performer out of Wallagoot ridden by Bob Watters

The top weight for this year's event. He comes from the same bloodlines as GAY PRIDE who ran in the 2014 TR Cup and like his ancestor would rather come from behind than lead. The outside barrier probably won't help him much but he is a proven past performer on a number of different tracks, both city and country, so can't be discounted. Regardless of how he goes today he should continue to feature in this event for years to come.

15. HICKS-UP by Always Reliable out of Oatley ridden by Terry Hicks

A consistent entrant in this event along with his stable mate. He is well respected in the industry and always gives an honest account of himself. He doesn't suffer fools gladly so may be put off by some in this field. I understand that if not successful this year he will be put out to pasture. This may be all the motivation he needs to win this event.

16. NEW BEGINNINGS by Relocated out of Tasmania ridden by John Kay.

This fellow is a long standing starter in this event and comfortable in events over a long distance. Has a new lease of life after moving to new stables. Always well turned out and should perform well. Proven over long distances and should run a place.

17. ACROSS THE DITCH by Regular Attendee out of Castor Bay ridden by Frank Cleary.



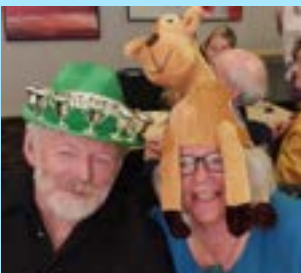
The only international in this year's event. He is a proven performer in NZ and has strong bloodlines. He has previously taken out NZ's equivalent race and his connections are reasonably confident that he will give an honest account of himself but fear that his best years are probably behind him. It won't stop him from continuing to enter though and he is at home on this track.

18. LIVELY LADY by Vivacious out of Port Fairy ridden by Leslie Xerri



Another from the Xerri stable. This filly also featured in the 2014 TR Cup. She brings an exuberance to her racing and cannot be denied. Her fitness is probably the best it has been in a long time and she will give an honest performance and be there at the end. Her stable mate has shared her liking for sprint racing rather than staying and this may count against her at the finish. Still worth having a few bob on her though.

19. BUCK NAKED by Skinny Dipping out of Moreton Bay ridden by Howard Prior



A very quiet stallion but often manages to surprise. His recent training regime of saltwater swimming caught his connections by surprise but has been beneficial. He is a regular performer over long distances. He is running in flesh-coloured silks with a mankini motif. Good each way bet.

20. PRINCE ALBERT by regular contender out of Canberra ridden by Graham Brohan

A regular winner over this distance and, whilst perhaps nearing the end of his prime, still manages to place. Always popular with the punters and is as well turned out as any runner in this event. He will perform well again this year and can't be discounted from being in the placings at the end.

How they ran...

The horses are preparing to go into the barriers for this year's race.

FOUNDING MEMBER is brought forward and goes in without a fuss. He is followed in by ROSY RED and PIKELET who both appear quite settled. AT LAST and TWEETIE are a bit apprehensive as is MAMA BEAR although they should enter their respective barriers without too much trouble.

BUCK NAKED and HICKS-UP go in quietly as does ACROSS-THE-DITCH and NEWBIE. PRINCE ALBERT and DORETTI LAD have both tried to go into the same barrier but the stewards have sorted that out and they are now in their right places. GOMEZ also goes in without fuss but WELL ORGANISED and LIVELY LADY are very restless and giving the stewards some problems and causing quite some disruption to the start. PRINTER'S INK is circling behind the barrier and DETHRONED is a bit fidgety as well.

NEW BEGINNINGS goes in quietly as does PALE YELLOW with the top weight HAVE A CHAT being prodded into place by the stewards.

They are all in place now waiting for the start. The starter is in position and the red light is flashing and we are ready to go.

They're off and racing. LIVELY LADY was quick out of the blocks as was DETHRONED, PIKELET, PRINCE ALBERT and DORETTI LAD who is sticking close by PRINCE ALBERT'S side closely followed by PALE YELLOW, HAVE A CHAT and AT LAST who always gets away well. MAMA BEAR and FOUNDING MEMBER are next closely followed by WELL ORGANISED, PRINTERS INK and TWEETIE.

Next through were GOMEZ and ROSY RED with NEWBIE and ACROSS-THE-DITCH close behind. NEW BEGINNINGS, BUCK NAKED are next with HICKS-UP at the tail of the field. As they reach the first turn it is still LIVELY LADY out in front, closely followed by DETHRONED, PIKELET, PRINCE ALBERT and DORETTI LAD all bunched together.

Behind them are PALE YELLOW, and AT LAST moving ahead of HAVE A CHAT with MAMA BEAR and FOUNDING MEMBER moving up with WELL ORGANISED, PRINTER'S INK and TWEETIE well positioned. GOMEZ, ROSY RED and ACROSS-THE-DITCH are in a line across the track with NEWBIE, NEW BEGINNINGS and BUCK NAKED hot on their heels with HICKS-UP still trailing the field.

As they settle down into the straight for the first time DETHRONED moves up alongside LIVELY LADY with PRINCE ALBERT, DORETTI LAD and PIKELET in behind. AT LAST is poking up on the inside of PALE YELLOW who is pushed a little wider on the track almost colliding with MAMA BEAR who was running quite nicely.

HAVE A CHAT and FOUNDING MEMBER are neck and neck slightly in front of PRINTERS INK, WELL ORGANISED and TWEETIE who are being gathered in by GOMEZ and ROSY RED with NEWBIE, NEW BEGINNINGS and BUCK NAKED running nicely just ahead of ACROSS-THE-DITCH and a struggling HICKS-UP.

At the half way point DETHRONED is stretching out in front with LIVELY LADY falling back and being passed by PRINCE ALBERT and PIKELET with DORETTI LAD tiring slightly giving PALE YELLOW a chance to move forward. MAMA BEAR is still in the mix with AT LAST falling back through the field as the pace quickens.

HAVE A CHAT appears to be finding the pace a bit difficult as well as he is overtaken by FOUNDING MEMBER and PRINTERS INK who appears at ease at this pace. WELL ORGANISED and TWEETIE are making a go of it. GOMEZ, ROSY RED and NEW BEGINNINGS are starting to stretch their legs now.



The queue to be in the sweeps!

BUCK NAKED, ACROSS-THE-DITCH and NEWBIE need to do something soon if they are going to figure in the calculations at the end. HICKS-UP is tiring badly and looks to be out of it now. With two furlongs to go DETHRONED has shot clear of the pack with PRINCE ALBERT doing his best to rein him in on his first runback. PIKELET appears to be tiring now and could be history if he doesn't get his second wind. MAMA BEAR moves up on the outside of DORETTI LAD who appears to have the wobbles.

PRINTERS INK is moving forward ahead of PALE YELLOW and FOUNDING MEMBER with HAVE A CHAT and LIVELY LADY dropping back and WELL ORGANISED and TWEETIE coming around the outside closely followed by GOMEZ and ROSY RED who appear to be well positioned for the run home.

NEW BEGINNINGS, ACROSS-THE-DITCH and BUCK NAKED will need to get a move on as will NEWBIE with only a short run home to the line. AT LAST has dropped right back through the field to be second last with HICKS-UP seemingly refusing to go on.

As they go into the last turn DETHRONED appears to be tiring slightly with the others starting to make ground on him. PRINCE ALBERT's effort is also now starting to show as MAMA BEAR moves up on his outside with PRINTERS INK close behind her and FOUNDING MEMBER getting ready to make his run. PIKELET also appears to have run his race as he fades back through the field. PALE YELLOW appears to have interfered with HAVE A CHAT and could be in hot water when the stewards review the tape.

TWEETIE is still well placed on the outside with GOMEZ and ROSY RED in hot pursuit. WELL ORGANISED and NEWBIE are next. BUCK NAKED seems to have hit the supercharger as he flies around ACROSS-THE-DITCH and NEW BEGINNINGS who are ahead of LIVELY LADY and DORETTI LAD who have dropped right back through the field with only AT LAST behind now as HICKS-UP pulls out of the race.

With 200 metres to go DETHRONED stumbles and falls onto the track leaving FOUNDING MEMBER and MAMA BEAR with nowhere to go. PRINTERS INK has been put into a spin by this and has crashed through the inside rail into the rose garden causing PRINCE ALBERT to take evasive action.

TWEETIE on the outside now appears best placed to avoid the carnage, closely followed by GOMEZ and ROSY RED with BUCK NAKED still at full pace ahead of WELL ORGANISED and NEWBIE in hot pursuit followed by ACROSS-THE-DITCH, NEW BEGINNINGS and PALE YELLOW with HAVE A CHAT tiring badly. LIVELY LADY is not looking quite so lively now as she battles PIKELET and DORETTI LAD with AT LAST trailing the field.

As they hit the line it's TWEETIE first with BUCK NAKED flying home into second place just pipping out GOMEZ by a short half head for third with ROSY RED followed by WELL ORGANISED, NEWBIE and ACROSS-THE-DITCH with NEW BEGINNINGS battling on gamely to hold off PALE YELLOW, HAVE A CHAT and LIVELY LADY with DORETTI LAD and PRINCE ALBERT close together again just ahead of PIKELET and AT LAST who was pipped by the ambulance on the line.

What a shocking finish to a well anticipated result with DETHRONED, FOUNDING MEMBER, PRINTERS INK, MAMA BEAR and HICKS-UP all unable to complete the journey.

The officials are on the track and have placed a curtain around PRINTERS INK which looks like being a sad end to his career. I personally thought they should have put him down before the race.

Official placings

- **First** TWEETIE ridden by Mary Bird
- **Second** BUCK NAKED ridden by Howard Prior
- **Third** GOMEZ ridden by Tony Xerri



The TR Register Cup!

FAREWELL *Canberra*

Political art in Federation Square Nicholls. Can you identify the Prime Ministers?



Acknowledgements

Peter & Gayle McEwan
who led the organising of
this event.

The Quality Inn,
Dickson

Shannons
Insurance for their
generous
sponsorship

Ainslie Football
Club

Tallagandra Hill
Winery

Noel Schmidt for his
graphic design
contributions

Canberra members who
have continually offered
suggestions, support, en-
couragement and assis-
tance throughout the plan-
ning process and imple-
mentation of the event.

The Committee of the
Triumph TR Register
Australia who have of-
fered and provided as-
sistance and guidance
where needed.

Bob Watters and
Steve Bradford for
their photography
during the Concours

The judges for their
incredible efforts to
reach the impossible
decisions required
along the way

2025 NATIONAL:CONCOURS



For more information contact Colin Baldock (details page 2)

The 2025 Concours will be held at Hahndorf South Australia on 17 – 19 October with an after tour 20 – 22 October. Hahndorf is a German village located in the Adelaide Hills approximately 30 km from Adelaide on the South Eastern Freeway. It retains many original buildings from its establishment in 1839.

Accommodation

58 rooms are reserved at two accommodation facilities in the centre of town:

- The Manna - a 4.5 star rated accommodation, and
- The Lodge - motel style accommodation.

The facilities are operated by the same company and are within an easy walk of each other. Both are located behind the main

All rooms feature basic kitchen facilities.

The Manna have agreed to hold our accommodation **until April 2025.**

If significant bookings have not been made by then they will release the rooms to the public. **This is a popular time in Hahndorf so book early!**

Contact details:

Email: hello@mannagroup.com.au

Phone: 08 8388-1000

Remember to mention you are booking with the **Triumph TR Register Group.**

The 2025 program so far

Friday 17 October **Welcome event** at Haus Restaurant

- Canapes served
- Drinks at own expense

Saturday 18 October

Concours

- 10am - 2.30pm proposed
- Location TBC **Presentation Dinner**
- Adelaide Hills Convention Centre
 - Transport via provided bus

Sunday 19 October

Bay to Birdwood event

- Major event on Australian Motoring calendar
- > 1,500 participants of classic, vintage and veteran vehicles
- Commencing in West Beach
- Concluding at National Motor Museum in Birdwood.
- Entry is optional but must be done individually.
- Entries open June [entries for classic cars usually sell out within a month or so]

Otherwise - enjoy Hahndorf

Members' meeting 4pm, St Paul's church

Farewell Dinner @St Paul's church, BYO drinks

After tour

Suggested drives through the Adelaide Hills

- Lunch & laps at The Bend Raceway
- Lady Bar Resort Normanville
- Finches Restoration Mount Barker
- Strathalbyn - Classic & collectables, Gilberts Motor Museum, Antique & collectables shops
- Myponga and Yankalilla

A PEERLESS *Reunion*

David
Pearce

Some sixty five years ago at the 1959 Melbourne Motor Show Joubert's British Motors of Bourke Street, Melbourne exhibited three and possibly four of the recently released Peerless GT coupe.

Cars #86 and #119 were finished in Hawthorn green and #125 was finished in white. Little is known of the fourth car, or its fate, which is thought to have been finished in grey. The first three mentioned cars all remained and registered in Victoria until 2013 when I purchased #119 from Roger Walker's Estate and relocated it to Tasmania.

Car #86 belongs to our Victorian member Jeff Leech who has owned it since 1960. It was the first car imported and was Joubert's press car. The well known motoring journalist Bryan Hanrahan test drove and reported on this car in the April 1959 edition of Modern Motor magazine. Jeff's car had a comprehensive restoration which was completed a couple of years back and is now finished in silver.

Car #125 is a red car and has been owned by Trevor Burke for about 15 years now. The second last owner prior was former member Bob Cutting who had the car pictured on the Register website Gallery pages. Unfortunately Trevor's car has been out of action for nearly 18 months now since the motor suffered a case of the "death rattles" while he and Jeff were out making a You Tube clip with the two cars; Peerless GT Aussie Roadtrip from 26 July 2023.

A photo shoot

With a day to spare in Melbourne before taking the ferry back to Devonport, I had contacted both Jeff and Trevor about taking my car down to Moorabbin and Trevor's warehouse where both cars are kept, for a photo shoot with the three cars together again. So on the Friday after the Concours, John Kay and I took the Peerless down to Moorabbin to meet up with Trevor and the other two cars. We managed to push #119 in between the other two cars and reunited the 1959 Melbourne Motor Show cars as the photo shows. With careful observation you will now see that my car has a new one piece windscreen.

I have since asked if Jeff all the cars would have come together before at some point and he recalled that his car and #125 had met up at some motor sport events but not all three at one time.

Can we better this number?

Not yet but Jeff currently has #99 undergoing restoration. This is the car that Laurie King imported into Western Australia in the 1990s and has had to have a total rebuild. There is also one other Peerless that we know of, a white car that appears on the Shannons website and was imported from the UK in the early 2000s but we have not been able to establish contact with the owner.



The three Melbourne Motor Show cars from 1959: L- R Trevor Burke car # 125, David Pearce car #119 and Jeff Leech car #86

CANBERRA *Capers*

Peter
McEwan



Hi Everyone

Well another Concours has come and gone. We were lucky with the weather, which is the main concern when you plan some 18 months in advance of the meeting.

Congratulations to award winners

Congratulations to John McCormack from Moe, VIC for taking out the main prize with his beautiful TR2 and to all other award winners. It was great to see so many of our cars all lined up together. The lawns in front of Old Parliament House proved a good venue again as it attracted a large number of members of the public who came through to admire our cars.

Our organising committee

I would like to acknowledge Jack and Jenny Gault and Graham and Claire Brohan for their assistance in the planning of the event, and particularly to my wife Gayle who worked tirelessly on most of the planning aspects to make sure all the little things were done properly. The feedback from participants was positive so that makes it all worthwhile.

Thank you to everyone who took the time to attend, particularly those who travelled long distances. It was lovely to catch up with you again.

Good luck to Colin Baldock and his team for preparations for next year's Concours in Hahndorf.

Coming events

- Our next gathering will be on 7 December for Christmas drinks at our home.
- 1 December – Terribly British Day at Queanbeyan Showgrounds
- 16 January – Wheels at Queanbeyan Showgrounds.

I wish you all the best for the coming festive season and look forward to catching up with many of you again next year.

Kind regards

Peter McEwan | ACT Coordinator



NSW Events

What a fabulous event the 2024 Canberra concours was. Congratulations to all those who proudly displayed their cars and also to the winners on the day.

As always the success of such an event is a long time in the making and we really appreciate the hard work and attention to detail of Pete and the team. Thank you so much to whole Canberran team for providing us with a happy, relaxed and thoroughly enjoyable event. The display of our beautiful cars, the location and its facilities were all great. The accommodation was excellent especially with the undercover parking. The Melbourne Cup call was extremely entertaining and the after tour runs well received.

We now look forward to meeting up again next year in Hahndorf, South Australia.

Runs in December & January

Coffee mornings, lunches & other day runs in December & January

Every Wednesday 10am Morning Tea	Tathra Pub, 8 Bega Street Tathra <ul style="list-style-type: none"> Sapphire Coast organised run Enquiries Bob Watters bobtr3@gmail.com
Sunday 1 December 8am	Autobrunch, St Ives Showground, 450 Mona Vale Road, St Ives <ul style="list-style-type: none"> Cars & coffee Enquiries nsscc.com.au or Andrew Ross andrew@tr-tregister.com.au
Wednesday 4 December 10am	Pie in the Sky, 1296 Pacific Highway, Cowan <ul style="list-style-type: none"> Morning tea Enquiries Andrew Ross andrew@tr-tregister.com.au
Sunday 7 December 12 Noon	Nepean Rowing Club, 32 Bruce Neale Dr, Penrith <ul style="list-style-type: none"> Lunch on the deck Xmas celebrations bookings and enquiries to Kerrie kerrieholliday@hotmail.com by Thursday 5 December
Wednesday 18 December 15 January 2 Noon	George IV Inn, 180 Argyle St, Picton <ul style="list-style-type: none"> Lunch With the difficult parking situation in Picton lately, it is suggested to arrive earlier at 11.30am Booking and enquiries Jenny Hicks hicksjenny50@gmail.com
Sunday 5 January 8am	Autobrunch, St Ives Showground, 450 Mona Vale Road, St Ives <ul style="list-style-type: none"> Cars & coffee Enquiries nsscc.com.au or Andrew Ross andrew@tr-tregister.com.au
Wednesday 15 January 10am	Moses Barnes, 89 Argyle St, Picton <ul style="list-style-type: none"> Morning tea Booking and enquiries Jenny Hicks hicksjenny50@gmail.com

Upcoming 2025 Events

Friday—Sunday 7 - 9 February

Gnoo Blas Classic Car Show, Orange

2025 celebrates 65 years since the first Australian Touring Car Championship at Gnoo Blas racing circuit in 1960. There will be a huge display of classic vehicles and everything else on wheels.

- Friday has a street parade
- Saturday is display day—\$20 per classic car
Dinner Saturday evening with guest speaker Ray Berghiusse, Colin Bond and Will Hagon in attendance
- Sunday morning - drive to Lake Canobolas followed by a run to Sunday lunch.

Full details and individual registration to be made at gnooblas.com

If you do decide to attend you would most likely need to book accommodation sooner rather than later, should you decide to make it a weekend.

Monday 10 February

International Drive Your Triumph Day

- For those travelling home from Gnoo Blas, this might be an ideal opportunity for a group photo somewhere along the way.
- Otherwise, take a drive—short or long, and send your photo for inclusion to Rye Livingstone in California
driveyourtriumphday.shutterfly.com
- Also upload your photos to our Facebook and Instagram pages, and for the next issue of Sidescreen.

VALE *Bill Newling*

The TR Register has lost one of its great characters with the passing of Bill Newling in November, aged 95.

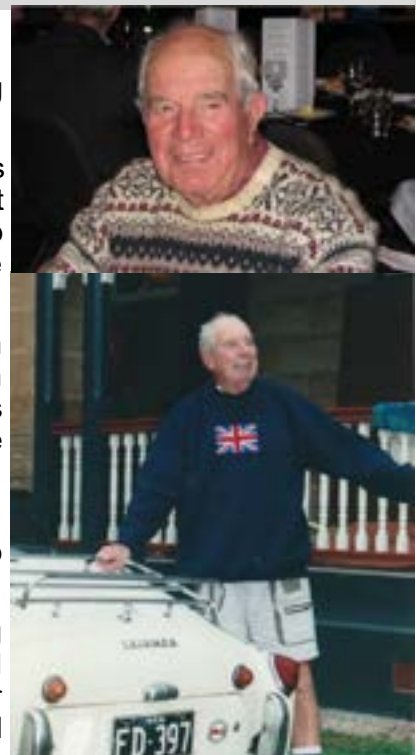
Bill was a marvellous man - always in good spirits, generous with his time and fun to be with. He lived in Sydney's northern suburbs at Belrose and was a regular at the Pie coffee mornings, many club events and many National Concours. Even later when unable to drive he recruited a friend to bring him along to Merimbula and Stanthorpe.

Bill had been a Register member since the early 1990s but I met him when I became state coordinator in 2013. He rang to say he would join us on a lunch run to Parramatta's Government House but that he likes 'to do his own thing' so don't wait for him. He did turn up on time at the right place.

I learnt quickly that 'do my own thing' needed to be taken literally. Despite doing 'his own thing' he had an uncanny knack for getting to the right place at the right time.

Once, on a NSW country run Bill's TR had broken down outside a long driveway to a farmhouse. After not getting anywhere with the TR, Bill trudged up the driveway to the farmhouse. He knocked. The farmer opened the door with a beer in hand saying, "You look like you need one of these". Bill landed on his feet yet again!

Bill was a bush mechanic, was extremely active inside and outside the Register and was the epitome of "the Sidescreen Man" doing things his way. He will be very much missed. RIP Bill.



TASMANIAN *Report*

The weather has now turned for the better - much more conducive to TR driving.

Three TRs: Hugh in the TR2, David in the TR3A and Geoff Mount this time in the TR5 attended the Motorama at Symmons Plains on Sunday the 27 October. The event was compromised by the addition of drift cars, excel Race Cars and others that post dated the Longford Race Track. We were underwhelmed so after a coffee we departed for the second event in Longford. A second group of Longford Racetrack enthusiasts had set up an impressive display of actual ex Longford Race cars, motors and other memorabilia (the Brabham engine looked small enough to fit in a TR2).

Going to Concours

The same three were on the Spirit on Wednesday 30 October. This time Hugh was joined by Jude, David had swapped to the Peerless and Geoff was in the TR3A. Having been woken at a quarter to 5 for a 5.30 arrival, nobody actually got off the boat until 6.30. A stop was made at Strathmore with Jude's mum, who was storing parts for Mal Munro. The first overnight was at Holbrook. An interesting place with the National Pottery Collection and a submarine in the park - HMAS Otway.

Friday morning - the Peerless refused to start! After cleaning the spark plugs, changing the coil and distributor cap we were tow hours late when we departed and arrived at Canberra without further problems. The Tassie cars did well at the Concours with a win in the Derivative class and a second in Road Class. It was a great event as always. A missed opportunity however, was to judge all cars on their oil leaks with the cardboard underneath.

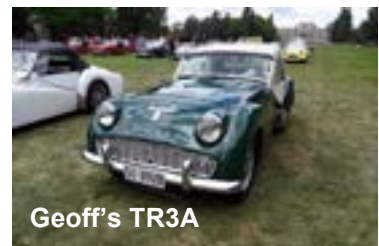
Our cars at the Concours



David's Peerless



Hugh's TR2



Geoff's TR3A

Sunday 3 November

Jude and Hugh left early to visit Old St Luke's Studio(pottery) at Gundaroo. What an amazing place! A total of 10 kilns - the largest wood fired one is 12m long and uses 22 tonnes of wood to do a five-day firing. Ian Jones runs classes which are always booked out. He is inspiring. This meant a slightly late arrival for lunch at the Tallagandra Hill Winery.

Monday 4 November

David, Hugh and Jude travelled with the group to Braidwood and after lunch travelled on to Merimbula for a night. The next day, all went well until we were half an hour from Lakes Entrance. "Noddy" (Hugh's TR2) was feeling left out so it stopped. Spark plugs and distributor cap were replaced and the car went well for another six kilometres and stopped again.

This time:

- took the top off the carbies only to find the fuel level lower in the rear one
- using a biro shaft blew back down the jet and the fuel level came up
- cleaned out the fuel bowls as well as possible on the side of the road.

The car continued on with no further problems.

Arriving at Lakes Entrance Hugh could not find his phone. Fortunately he and Jude have 'Find My Friends' on their phones. Hugh's was last seen 38 Kilometres away. David and Hugh took off back down the highway and found it to be the second stop – but no phone to be found. Consulting Jude's phone, Hugh was still six kilometres away. Would you believe it?



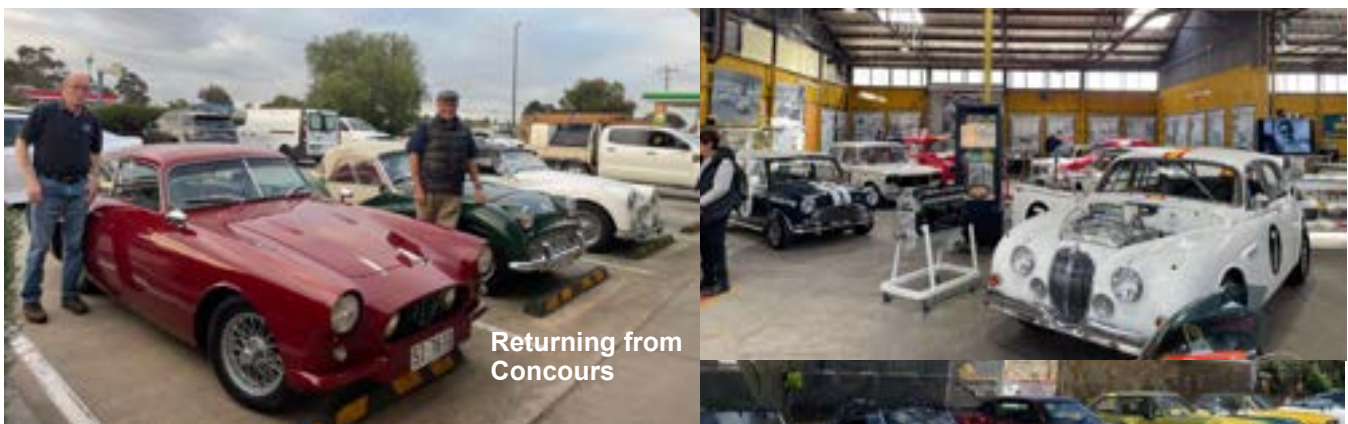
Eventually the phone was found at the first stop. A very rare occasion Hugh was impressed by technology.

The Gremlins hadn't finished yet!

At Yarragon, the Peerless arrived without indicators, a thermal fan or overdrive. The initial problem was a blown fuse - easy to replace. However, at the first corner it blew again. David waited for the RACV and later had the Peerless picked up. After some time and revised accommodation, the problem was traced to a bared wire in the gear lever overdrive switch.

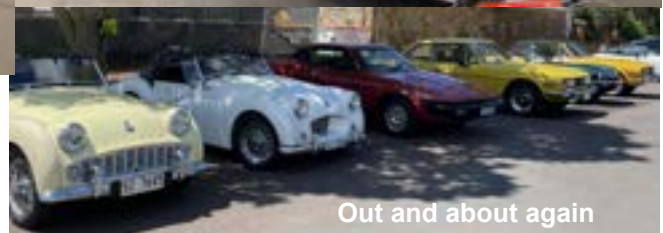
The group caught up again in Geelong for a light meal before a late Saturday sailing. Average fuel consumption not all that good; 28mpg TR2 and 27mpg Peerless.

Arriving home at 10am, by 11am Hugh was in the TR2 and David in the TR3A travelled to Ross for a Triumph Car Club lunch. Therw were six triumphs and another six or so members. It was particularly pleasing to see Martin Osborn there. He is driving again but not yet in the TR.



Our cars

- Hugh's TR2 ("Noddy") is going to get an inline fuel filter.
- His TR4 body is at the sandblaster's for a touch up and epoxy undercoat.
- Kevin Robson is working away on his panels and collecting missing bits.
- Martin Osborn will soon put his TR3A back on the road to drive.
- Lance Hadaway has bought a new head from the States for his red TR3A.



Imagine the conversation between Jude and Hugh (above).
"Fix It Hugh! I am not walking the next 38km to Lakes Entrance."

Coming events

16 - 21 November	Targa Tasmania <ul style="list-style-type: none"> • New date and event is on again
Monday 10 February 2025	Drive Your Triumph Day <ul style="list-style-type: none"> • Location to be advised as Miena Pub not open Mondays



In SA we have been quiet for some time all due to my business in working hours, tiredness after hours and dare I say tardiness at all other times!

Our most recent gathering was held in Ron Corso's museum on a bright sunny day (see photos left). Our host laid it on big time for which we were all extremely grateful. Thanks Ron!

There were probably around twenty TR Register members present and joined by a gaggle of local Austin Healey owners whom I had not seen for several decades! Was good to catch up.

On a sad note I mention that one of our members in SA, Ian Treleaven (who we were fortunate to see at Ron's gathering) sadly passed away around six weeks ago.

Ian was a quiet guy who loved his TR3A which he had owned for about fifty years, enjoying family and retirement life and getting back into attending outings planned. RIP Ian.

I'm hoping to publish by email details for a pre-Christmas short run and hope to see many of you at that.

Next year will be easier for me as hopefully I will not be working the crazy hours I have been this year.

Don't forget that we in SA are hosting the Register Concours in October 2025 for which more details will become available soon. See the initial information in this issue. We are hopeful of BIG representation from you local members to help make this a truly successful event.

Colin Baldock heads up the committee involved in planning the Concours and would welcome any assistance on offer. In particular Col is looking for sponsorship to help fund the event. Start thinking about who may be approached for this assistance.



VALE *Sara (Sally) Dillon*

Sally Dillon (88), partner to member Roger Harrison, passed away 18 September 2024. She will be sadly missed.

TONY'S TEST *the solution!*

2006 Bendigo National Meeting
Display by the lake

VICTORIAN News

Drive Your Triumph Day - Monday 10 February 2025

This is a world-wide celebration of the Triumph marque. In Australia, we are uniquely placed to enjoy the day in our peak driving season. Spare a thought for those in USA, UK and Europe who need to shovel snow to get out of their garage!

We are going on a **TRip to Tuerong!**

If you haven't heard of it, you are not alone. This patch of the Mornington Peninsula is at the northern end, making it really accessible for everyone from Melbourne. It's about 45 minutes from the MCG.



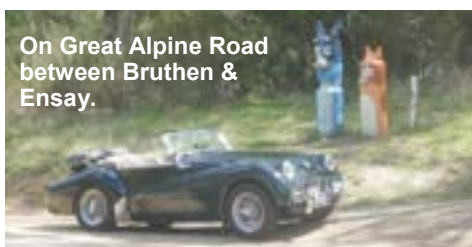
The schedule

- 9.30am Jones Corner Kitchen and Store- 545 Mornington Tyabb Road, Moorooduc.**
You might remember the old antique store here. It's now a really modern kitchen with associated art galleries, specialising in local artist's creations. We will stay here for about 55 minutes. Have a coffee and a cake and check out the art.
- 10.30am Tuerong Farm Bakery and Barrymore Estate- 76 Tuerong Road, Tuerong.**
You may know this better as The Cotter's farm.
- Bread baked from ancient grains grown and milled on site is sold to many local specialty stores.
 - Grapes grown on site are now used to produce Barrymore Estate Wines. We were fortunate enough to share a bottle of Pinot with Peter in Canberra. Supply is limited, so hopefully there will be a bottle or two available for us to sample or purchase.
- 12.00pm It's an eight-minute drive to Benton's Rise Farm, 150 Coolart Road, Tuerong.**
This is a rustic farm shop specialising in fresh local produce. It also serves snack type lunches and drinks- not too expensive. There is plenty of seating available. You can check out the farm animals while we wait to eat. You can buy local fruit, vegetables and gourmet products to take home. (We bought strawberries and nuts today)
- 1.30pm David Philip's private car collection**
David is Peter's neighbour and has some stunning cars. Two were exhibited at a recent car show at the Showgrounds.
- 2.30pm Yabby Lake Vineyard- 86 Tuerong Road, Tuerong**
A Vineyard with one of the Peninsula's premier wine makers. You can taste their latest vintage or just buy and take it home. Either way, you won't be disappointed.
- After Yabby Lake, it's a one-minute drive back onto Peninsulalink and you are on your way!

RSVP to David ASAP. If you can't join us, don't forget to get your TR out on the day and send your photo through to Rye Livingston at driveyourtriumphday@gmail.com. You need to include your name and some location details. He puts together a world wide website showing everyone out on the day.

Intrepid travellers Bob and Robyn Adams recently had a few days in Sydney, taking the "Sparra" for a spin. As a transition present/gift from primary school to high school for our granddaughter, we did the Bridge Climb (and I'm scared of heights!) but did it easily and a wonderful experience.

Returning by the coast road while having lunch in Bruthen, Graham White (passing through) came and had a chat.





Best TR3



Best TR3A