

SIDESCREEEN

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John Pike, Gavin Rea, Brian Richards, Bob Slender, Graeme White*

FRONT COVER: Triumphs out and about in NSW, Qld and Tasmania

BACK COVER: Register members out and about in NSW, Qld and Tasmania

PRESIDENT'S MESSAGE

It has been great to see many members getting out on state based TTs. It is also good news that in the last few days the prospects are more promising for the Victorian members to finally get out and about. In NSW

Kerrie Holliday organised and managed a fantastic 7-day tour of country NSW with up to 10 cars cruising the back roads, visiting interesting venues, supporting small towns and most importantly enjoying each other's company. We did about 1100 miles all up. Paul Bingham sent me some photos of the Queensland tour where they beat NSW hands down with 1500 or so miles through outback Queensland. The Tasmanians have also been out and about with photos on the website. There will be more about these runs in this edition of Sidescreen. I am looking forward to everybody getting out and about in their TRs.

The Committee meeting Minutes are now being emailed out to all members by our Secretary Bob Watters. We have had some positive feedback in doing this and as far as I am aware no negative feedback. Committee life has quietened down from the frenetic pace of the previous 12 months. I felt a bit guilty at the less time I was devoting to Register work but realise that we all have lives outside the club and notwithstanding everybody's commitment it is healthy to back off a bit. The Committee have still been highly active on the issues you will see in the Minutes and on the other activities that come with being on the Committee. We talk frequently, ideas are bounced around, we get the calls from new and prospective members, talk with other clubs, liaise with Dept of Fair Trading and RMS etc.

I have been working with Andrew Ross on NSW conditional registration whereby he refers any out of the ordinary cases to me. Details will be emailed to NSW members. Be assured we are always seeking ways to approve cars of any make or model while exercising our duty of care within the Regulations.

The Committee decided to waive the first year membership and joining fee for new members. It might seem that it is only a few dollars but the number of new members who have joined since July indicates it might be the thing that made people join. From what some of those members and Ray Kasparian have mentioned to me the parts orders from the new members made up for any missed membership fees and we have been fulfilling our principal objective; the restoration, preservation and use of the cars.

I have joined a few Facebook Groups recently, there are heaps of them in the classic car space and many of them are interesting. Some less so. Through them I have discovered a few previously unknown to us Sidescreen cars and some of the new members are their owners. There are a lot of cars out there and it would be a real achievement if we could aim to have all the eligible Australian cars in the Register. I encourage all members to take every opportunity, if you find out about a car or owner put a good word in for the Register and attract new members.

A team has been put together to develop a brochure and PR strategy for the Register to better alert the classic car community and TR owners of the club. These brochures will be provided to all members to amplify our presence.

Our first Zoom members forum prior to the Committee meeting attracted two members and it was very enjoyable to catch up. These forums, only half an hour long, are a good way for all members to meet your Committee, ask questions, chat about club matters and generally catch up. Just let Secretary Bob Watters know beforehand so he can email you the link to Zoom.

I keep my daily driver TR2 as original as practicable for the principal reason that problems are usually easily repaired. On the way back from Echuca in 2013 the electronic ignition I had put in a couple of years previously failed. I went back to points. Coil, condenser and points are easily replaced beside the road. My TR6 recently failed to proceed and this time it was the Lumenition electronic ignition installed by a previous owner. I needed an NRMA visit to make it reliable enough to get home safely. A previous owner had modified the distributor to fit the Lumenition (it wasn't needed so why he did it I don't know) so it wasn't an easy option to refit points. I splashed out and bought a new Lumenition (\$335) and after carefully fitting it, it didn't work. The optical sensor was

faulty from the supplier. I fitted the old sensor and the car is going very nicely, much improved in fact. It appears the Lumenition has been failing for some time with symptoms of uneven idle, some hesitation at higher revs and a propensity for the plugs to foul after long periods of idling all of which I put down to general tuning and TR6 idiosyncrasies. The supplier is getting me a replacement sensor but I will still go to the effort of repairing the distributor and carry spare points and condenser for the car. Simplicity wins in my world.

Stay safe and get the TR out whenever you can.

All the best.

John McCormack
President TR Register Australia

EDITOR'S REPORT

It's nice to include a few run reports. Breaking quarantine. The TR is not city friendly but out there where traffic is light, traffic lights are few and there are sweeping panoramas is our natural habitat. I was reminded of a line from F Troop. "Turn left at the rock that looks like a bear and right at the bear that looks like a rock."

Happy travels . Terry (& Jenny).

MEMBERSHIP REPORT

Hi Folks,

The committee decided that new members would get the first year free to encourage members. This must have been anticipated by some members as we have 9 new members for this period as well as 2 old members re-joined.

We are encouraging you to pay directly by direct debit, I would also like to receive the updated renewal form just to check no details have changed and any updates to your car. It is very easy to forget to tell us if an email changes, new mobile phone number or even removal of home phone etc.

Please send all renewals, queries and changes to your details to
TR Register Australia
PO Box 457
MOUNT MARTHA
VIC 3934

Nine new members have joined :-

QLD – Dave Dunne from Urraween 2 TR's from Peter Reid.

QLD – Richard Graveur from Witta TR3a ex Steven Phelan

SA –Ivan Powell joined as well as Elizabeth

WA – Nigel Robson from Kingsley with TR2

NSW – Will Davis from Glebe with early TR2

QLD – Henry Burke from Garbutt with TR3a

NSW – Paul Cummins from Mortlake with Doretti ex Warren McEwan

NSW – Mark Brownbill from Kempsey with TR2 ex Jan Pearce, TR3 ex Howard Sullivan

NSW – Jon Byrne from East Ryde with TR ex Mark Stuckey.

Members re-joined Stan Lawrence, Peter Molesworth.

Down here in Victoria we have been effectively locked down for the best parts of 6 months. An initiative of the Register down here has been to have Zoom meetings on a regular basis, Gary and John J have been the organisers and different members do a short presentation on a variety of subjects, not necessarily TR related. I gave a presentation on my life with TR's since 1969 and another on a visit to 60 year celebrations at Jabbeke along with the remaining TR Francochamps displayed that weekend by the Belgian TR Register.

Tony

Email :- knowlson@optusnet.com.au

EXPRESSIONS OF INTEREST.

Have considered selling my TR. Gifted it to my daughter some years ago, however it still sits in one of my garages and she would prefer to have funds in super. I could also do with more garage space.

1958 TR3a T.S. 30810

Powder Blue Red interior White top.

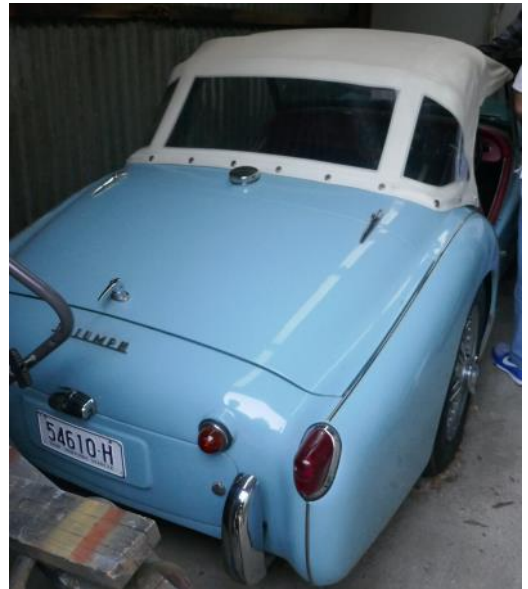
Lots of original features. On club plates.

Purchased in 1968 (yes 52 years of continuous ownership and never been unregistered). 230000 miles on clock. I have done 180000 of it.

5 ½ ins rims 48 spoke crossed laced. Special ram inlet manifold. Original aero screens. Repainted 35 years ago. No signs of rust.

Car was at first concourse in Sydney. Year?

Car would be well known by any of our life members.



After sending off the expressions of interest it's been impossible not to think of all the memories over those years and especially the people I have meet.

Sydney member Jim Allen (TR2) is my ex brother in law. My first drive in a T.R. was in his car "off the clock" down Mt Panorama in about 1964. I was sold and had to have a T.R. He also helped me look that this purchase in 1968 and he took it for a "spin". I joined the T.S.O.A. and competed and Silverdale and Amaroo dirt track. Covered half of its mileage (90000) in the first three years.



The more I reflect on this there has to be a book in this however where do I start. I suspect many would say how I possible could sell it after so many years.



I now own five logged booked historic race cars (all Australia built) and currently restoring a 1970 Nota F3. Have competed at all the last 21 Winton Historic meetings in four different cars.

Just completed restoration of a 1967 Porsche 912 and cannot wait to have a run in it.

P.S. How many of our model T.R.s in Australia have had continuous registration (inc club rego)?

Cheers Geoff

Geoff Fry 02 63321699 (Bathurst)

RETROSPECTIVE

AN INTERVIEW WITH ROB BRADFORD

by Neil Tribe

Part 1 My Early Life

Rob, tell us about your early life growing up in the UK and Kenya

I was born in Derby UK which is in the middle of England not far from Nottingham. My mother's family were Yorkshire famers which was to influence my later life although I didn't know it at the time. When I was 3 months old my parents went to Kenya to go farming so my earliest memories are from that period in my life. This came about because of circumstances that arose during World War 2.

My father was originally a Rolls Royce engineer where he was doing research and development into jet propulsion engines and the Merlin engine that was used in the Spitfire fighter plane. For some reason, along with other RR engineers, he was reassigned and, in his case, it was to India. This was quite disruptive as Rolls Royce lost most of its research team due to this policy at a critical time during the war.

When the war ended my father, being adventurous, decided to remain in India doing tea farming and he was quite happy with this. It came to an end 3 years later when the British were thrown out by Ghandi around 1946/7. The family returned to the UK where I was born and my father briefly went back to Rolls Royce but hated it. Fortunately he got an invite to become a colonial farmer in Kenya and he jumped at the chance. This was the soldier settlement scheme and it was well administered by the British Colonial Government.

Our farm was located in the north of Kenya close to the Ugandan border in the foothills of Mount Elgon. It was a 2000 acre farm at an elevation of 7500'. The soil was so rich that you could comfortable grow 2 crops per year. This is normal in Africa. I might add that my father had to complete a Diploma of Agriculture course in Kenya before we could move on to the property.

Conditions were primitive to say the least. The first house was an African mud hut with no doors or windows and a cow dung floor. Cooking was outside on stones. Our diet was mostly cape gooseberries and tapioca with meat provide by guinea fowl which we shot. This must have been quite a challenge for a young mother with a baby less than a year old.

A story was told of my young mother taking a bath under the thorn tree near the house when a black mamba snake dropped in to said bath. Mother apparently exited the bath and ran naked right through the middle of the dairy during milking; manual milking so lots of men around. When calmed enough to stop running she had to contemplate the task of retracing her steps back to the house. I never heard how much gallantry was offered!



First house built in three weeks.

In the end my parents were in Kenya for 30 years and built quite an enterprise constructing 4 houses in succession making their own bricks and thatching the roof themselves. At its peak the farm had 175 dairy cows, 400 head of beef, annually produced 8-10 thousand bags of maize and sunflowers and also grew coffee and sugar cane as well as supporting over 100 African men, women and children as each of the 30 workers had a house for each wife. There was also a school and a medical facility.

From the age of 6 I was sent off to Kitale Primary School to learn the basics and then to Prince of Wales High School in Nairobi. Nairobi is a long way from Mount Elgon and I had to board and was lucky to see my parents maybe 3 times a year. My two sisters were more fortunate as



First tractor

they went to school closer to home. My parents didn't have a close relationship with their children but that's how it was for many colonial families in those days.

Mount Elgon is a beautiful region and famous for its forest elephants who visit the caves to dig for salt. We visited these caves many times as they were only a few miles away. Although I was away at school for the greater portion of my life in Kenya I was fortunate to experience many adventures and wonderful moments such as visiting the Ngorongoro Crater which is famous for black maned lions and lions who live in trees. There were also trips to Amboseli and Tsavo National Parks and an Outward Bound expedition to climb Mount Kilimanjaro which is over 19,000 feet high.

While I was at Prince of Wales High School, now aged 11, I contracted glandular fever so I was packed off in a DC3 plane to finish school in England. I remember this trip clearly as the plane was slow and could only travel 500 miles at a time. We flew over Africa, Egypt, the Middle East and ended up stopping overnight 5 times.

The school I was sent to was in Essex, nowhere near any family. It was for colonial children and we all hated it as we rarely saw our parents. I was so miserable that eventually I was sent to a college in Yorkshire where I had a cousin. This was much better as I could visit my Yorkshire uncles and aunts during the holidays doing lots of farming activities. I also got to tinker with motor bikes. This I really liked.

When it came time to leave school I had it firmly in mind that I wanted to be a farmer. My plan was to join dad in Kenya but, too late! The move to independence was in full swing and my parents were about to be tossed out of Kenya with most of their considerable assets expropriated and handed over to the Africans. I immediately headed to London where I got a place at the Agricultural, Automobile and Aeronautical college (AAA). This was a 3 year diploma course with a learning emphasis on practical engineering, welding and tool making skills. Money was tight and after 2 and half years I could no longer afford the board or the tuition.

Meanwhile my parents had migrated to Western Australia and had bought a farm 150 miles south of Perth near Bridgetown. My adventurous dad was in action again. This was 1965. The solution to my problem was to sell my assets consisting of a motor bike and an old Fiat car and migrate to Australia as well. This way I might at last get to know my father and do some farming into the bargain. I arrived as a 10 Pound Pom on the 15th February 1966, one day after decimal currency was introduced!

These became happy years. The farm was 1,000 acres of which 500 was actively productive. I threw myself in to farm work driving tractors, bulldozers, doing shearing and helping with mechanical work on harvesters and other rural machines. It was a great life and I was growing up fast doing the things I was suited to. I was 19 years of age when I arrived.

To be continued

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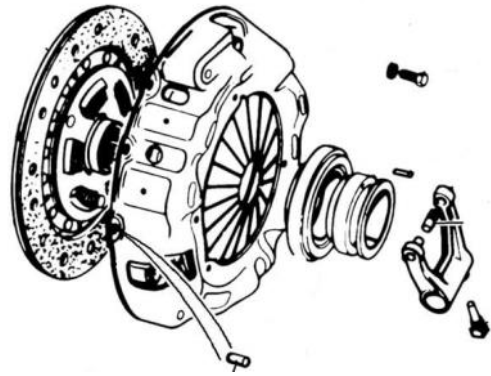
editor@tr-register.com.au

CLUTCH OPTIONS FOR ALL-SYNCHRO GEARBOX

Overview

Background

I swapped the original TR3a gearbox for an all-synchro box years ago but did a quick and dirty job on the clutch. After a few decades, I am due to replace the clutch so have been asking some questions. This is an accumulation of the answers. Hopefully, it will help others.



The problem

The problem is that the clutch plate splines on the original TR clutch will not fit the splines on the all-synchro gearbox input shaft. You must find a way to enable the clutch and gearbox to work together.



Gearbox input shaft



TR clutch plate

Different clutches

The clutch in the early TRs and the clutch in the Triumph 2000/2500/TR6/GT6/Vitesse are different. The early TR's have a three-prong spring clutch pressure plate, and the 2000/etc. have a diaphragm clutch.



Spring clutch



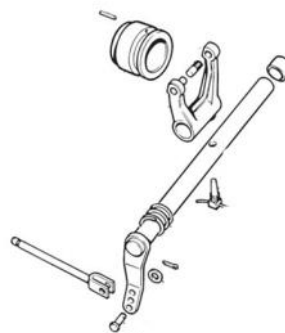
Diaphragm clutch

Clutch operation

The diaphragm clutch is reportedly smoother and easier to use than the original clutch. It is also designed to take a bigger load from the more powerful six-cylinder engine.

Clutch operation mechanism

Some options will require replacement of parts of the clutch operating mechanism. These are detailed under the relevant option.



Alternatives

There are three alternatives when converting to the all-synchro box.

1. Swap the gearbox input shaft with a late model TR6 shaft and use the existing clutch. These shafts are difficult to come by second hand. The later TR6s had a J type OD but there are not many around. Before buying a shaft, ensure the centre bearing is of the same type. There are a few options.
2. Use a clutch plate that will fit the original shaft splines. The rest of the clutch remains in place.
3. Replace the whole clutch mechanism with a different clutch

The options are covered in the subsequent sections.

Acknowledgement

I have to thank Brian Richards who has contributed much of the information.
I am just the scribe putting it all together.

1. Swap input shaft

Introduction This section covers the first option. To replace the all-synchro gearbox input shaft with a late model TR6 shaft.

Pros and Cons This is by far the easiest option if you can find the input shaft. When the all-synchro gearbox is being built, just replace the input shaft with the TR6 one.

Conversion The input shafts can be swapped without an issue. It does require some dismantling of the box to get the new shaft in place.

2. Use a clutch plate to fit the existing splines

Introduction This section covers the second option. Use a clutch plate that will fit the splines on the 2000/etc. input shaft. The clutch pressure plate, bearing, carrier are all retained.

Description This option only requires the clutch plate to be replaced. The replacement plate is from memory slightly smaller diameter than the 9-inch TR clutch. The splines fit the 2000/2500/TR6 input shaft. All other gear is the same as the original early TR

Pros and Cons This is a simple conversion. The downside is that the clutch plate is slightly smaller and can slip. This becomes more evident as the plate wears. From memory, I had slippage under racing type acceleration from early on in the life of the clutch.

Plate Number The clutch plate used is an Isuzu clutch plate that fits the C240 engine P/N 5312400190. This is a forklift unit.

3 Replace the whole clutch mechanism

Introduction The third option is to essentially bolt a complete 2000/etc. clutch assembly to the back of the flywheel.

Pros and Cons There is more work involved in this approach, but it will result in a stronger, smoother clutch.

Parts to be replaced The following parts need to be replaced:

- Clutch pressure plate
- Clutch plate
- Clutch bearing
- Clutch bearing carrier
- Clutch fork
- Gearbox extension that carries the thrust bearing carrier.

Clutch plate The clutch pressure plate does not bolt directly onto the flywheel. The flywheel will have to be removed before holes are drilled and tapped to accept the new pressure plate. This will need to be done professionally to ensure the plate is centred correctly.

Clutch plate The clutch plate will slip onto the 2000/etc. model gearbox input shaft.

Bearing The clutch plate, pressure plate and bearing come in a kit. The bearing is different from the original TR clutch bearing.

Clutch bearing carrier The original TR bearing carrier will need to be replaced by the carrier for the later models. The original is a large brass unit. The replacement is a smaller steel unit although replacement brass versions are available.

Moss sells a sleeve - part number 592-025 for \$27.99

<https://mossmotors.com/sleeve-release-bearing-carrier-steel-as-original?assoc=76948>

There is also some supplementary information available.

https://mossmotors.com/media/instructions/596-025_596-026.pdf



Original TR carrier



Later model carrier

Clutch fork The fork needs to be replaced with the later model. It has square pegs rather than the round ones in the original TR. The cross-shaft remains the same.

Gearbox extension The 2000/2500/TR6 carrier is a different diameter to the early TR carrier. You will need to change the extension on the gearbox. The TR extension is 1.8 inches and the 2000/etc is 1.4 inches.



Bearing clearance The carrier may need to be machined down a small amount to allow clearance to the pressure plate fingers. It is worthwhile to bolt up the box with a few bolts and check there is movement in the fork arm before finally installing the box.

If there is no movement, the bearing carrier will need to be machined down.

Clutch return spring The original clutch return spring on the arm will need to be removed.

Clutch kit The Exedy kit below is available on the Internet. It includes a clutch plate, pressure plate and bearing.


ebay Shop by category All Categories

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sparesbox So sp: 99.

Ford clutch assembly There is a ford pressure plate that can be used. They work OK and bolt up to the TR flywheel without any modification but is best to get it balanced as the locating dowels are different. The main issue is the length of travel of the slave cylinder needs to be a bit longer and requires the sleeving down of the slave cylinder. This then makes the clutch very heavy.

Other points

Introduction Although this article focuses on the clutch issues when an all-synchro box is used, the following points relate to the whole gearbox conversion.

Gearbox mounting A kit is available from Moss. The 2000/A type and the 2500/J type both use the same mount.

Output flange The tail shaft mounting set up is different and requires the flange to be machined to fit. This is not a big issue and a simple job but will require a machine shop.

Speedo drive

Depending on the OD, the speedo drive will need some work. If you have a 2000 box with a A type OD, the speedo drive is the same but with the J type, 2500 box, the drive is different and requires some work. I understand that a conversion is available from Moss.

The issue is the outer mounting is totally different and the inner cable is smaller in diam. I had a cable made up that had a 2500 set up for the gearbox end and a TR set up for the instrument end. This only cost about \$65.00 and works well.

Another issue is the reading. Some change the dial but I find the easiest way to handle it is to simply take the reading in MPH, double it and call it KPH. Eg. Speedo reading is 50 MPH. Double it, 100 so your speed is 100KPH.

All that remains then is how to run the cable. With the 2000/A type this is not an issue, same as the TR, but with the 2500/J type it is.

Fortunately, Triumph for some reason put a hole through the chassis in almost the right place. It is there in the TR2.3.3A and I suspect TR4. You only need to ease it out a bit with a burr and the cable will run through it and follow the same route as the TR.

Exhaust Exhaust will be OK with the 2000/A type but will need to be modified with the 2500/J type under the box/OD. Not a big issue but will need an exhaust shop.

Gearbox length Not a real issue but something you may notice is that the all synchro box is about a ¼ inch longer to accept the extra synchro ring. This does not effect the tailshaft or tunnel.

Neville Turbit



**STOP PRESS.
Big Guitar .
Tamworth.**



LETTER TO THE PRESIDENT

Hi John,

Purchased TR2 in May 1969 in poor condition but pleased to report it is now in best ever condition providing much reward for a spirited drive. Many thanks to the Register for supply of parts to maintain mechanical condition. Ray is a national treasure. I also have an ex-race TR that would be considered rough by high TR Register standards but it is pleasing to my eye. It is powered by an Allan Mitchell big bore block with a head developed in Sydney by "Town and Country"



sometime in the 1960's, linked to a close ratio gear box and Detroit Locker. It makes a lot of fun as a Sunday morning road car. Barry Campbell developed the race engine that rests in a corner of my shed. In its day it was quick and was very close to the GT6 performance race cars. My other street car is a TR3 with bits that I have collected over a life time. Kevlar panels, 4.3 Detroit Locker, saloon gear box with TR6 OD and a "Chris Milton Engine Developments engine". "Revington" assisted with redevelopment of the front end and steering that promises to be a worthy enhancement. I am painting panels now and a new trim kit will complete the visual aspects of the interior.

I enjoy the technical articles that regularly present in "Side Screen" as they inspire my passion for TR's. After a lifetime of low budget maintenance it is amusing to find myself in the position that money is available to do things the right way. Very satisfying.

A life long association with four and six cylinder Triumphs inspired me to purchase an MX-5 NC that is fitted with a supercharger and USA Targa suspension package, much to the disgust of TR diehards but of late there has been somewhat of a change of heart as many have joined the MX - 5 ownership movement. The MX leaves me with more time to lavish on my TR's so it is not such a bad thing.

Keep up the good work, your reward is the growing appreciation of the TR cars and recognition of the Committee's role in preservation of a wonderful marque.
Regards

Dennis Hawkins
FELIXSTOW SA



THE PASSING OF AN AUSTRALIAN TRIUMPH LEGEND

GAVIN BAILLIEU (1 - 11 - 1933 - 7 - 8 - 2020)

It is with sadness that Register members are advised of the recent passing of Gavin Baillieu.

The passing of Gavin evokes memories of the 1950's and the halcyon days of sports car racing in Victoria along with the first appearances of the Triumph TR2 roadster. In partnership with the legendary Harry Firth, the famous Triumph TR2 Special was developed and became one of the most exciting Australian TR Specials to be seen competing at the popular Victorian race tracks and hillclimbs. Gavin also competed on different occasions in New South Wales and South Australia. Gavin was a hugely respected driver and competitor, and in conjunction with Harry Firth, established a very impressive and successful record which greatly assisted the Triumph TR roadster to gain an enviable reputation in Australian motor sport in the "golden era" for British sports cars.

In more recent times, Gavin won the Alan Jones Memorial Shield in his well known, light blue Triumph TR3A at Historic Winton in 1986 and again in 1987.

Gavin will be greatly missed by his family and his many friends.

Graeme White.



Bill Tottey.
The only Apple
Green TR in
Australia? .
Ex Bill Gates
Race car



Everything turns up on Facebook sooner or later! Here is my TR in Blacktown in 1962. I refer to it as "Pigpen" because it's always grubby no matter what I do. Here it is no more than two years old and already It's looking scruffy.

Terry.

TR REGISTER NEW PARTS SERVICE

In our survey last year, new parts was rated the single best reason for belonging to the TR Register!

We carry such a great range of parts designed to help you with both restoration and maintenance but that's not the best "part". The service and advice from Ray is amazing. Ray goes out of his way to provide a rapid response to delivery requests and will also provide you with advice if your part is not listed.

Bruce Hoskins is also available for more technical advice if needed.
Bruce's number is on the Parts page on the website.

All parts come with a 12-month warranty from date of purchase and are sourced from reputable suppliers.

Delivery to your door is by courier and the basic rate is generally determined by weight. Bareco has negotiated great rates with the courier companies and we get the benefit. If you have something particularly heavy to ship, Ray will try to get the most economical deal for you.

In my experience with overseas Triumph suppliers, they are fine to deal with until something goes wrong; such as the time 3 weeks out from the Adelaide Concours, I was delivered a Land Rover Mark 1 seat back instead of a radiator! Or the time the new injectors for my TR6 arrived and they were a mixed bag of different styles! Or when my temperature gauge failed and they still have not given me a credit! Honestly, I don't know why I bought anything from them at all. It is much easier to deal with Ray and know the club will back the product.

Check out our parts list on line and contact Ray if you need assistance.
His number is also on the website.

David Ferguson

SHOCK ARRIVAL

Most of the Queensland chapter of the TR Register have been away on a road trip to Longreach in out back Western Queensland to compensate for our disappointment of not being able to proceed with the national Concourse meeting at Stanthorpe.

Prior to leaving on the Saturday 12th September I was getting my TR ready for the long road trip to out back Longreach Queensland and all places in between. With the car on stands I discovered the LH rear shocker was leaking from the arm seal. With only a few days to go before we were all leaving I was in panic mode so I rang Ray our spares man of the TR Register on the Monday morning before the trip and mentioned about my dilemma, and that I would send an official order through on the appropriate paper work which I managed to do by mid morning.



Thinking that I may receive the shock by Friday if all the stars aligned I imagined it arriving by Thursday or Friday. To my surprise it arrived the next day and has performed well during the last 9 days and 1800 miles travelled.

I consider this service is equivalent to the world's best practice and I thank the team for the supply of these excellent spares in a very quick turn around from order placement to the parts arriving on your door step 1600 kms away. Thank you all for this tremendous service.

Kind Regards
Warren Evans

SPARE PARTS NEWS

To Generate or Alternate?

Cost: The club price for either option is only around \$190.00

Remember, a qualified Auto Electrician should be charging around \$100 to \$150 per hour to look at your car plus parts. How much to rebuild the old generator?

What you get: The Register offers modern brand-new units.

The T660 alternator kit. Includes a new small diameter modified alternator with built in regulator, same D and F terminals as your original generator, a new wide fan belt, custom machined wide belt pulley, optional narrow belt alternator pulley, wire terminals and fitting instructions.

Generator T5239 New Lucas Generator.

New Voltage Regulator. Two types: T483 With push on Spade terminals (TR3A)

Or

T5252 With Screw terminals (early cars).

THE GENERATOR SYSTEM.

Current output is around half that of the Alternator option.

Is my Generator or Regulator faulty? The Voltage Regulator is a simple two pole regulator which is very reliable (by Lucas standards). Factory setting for these is around 16 volts. Higher than alternators that are often around 14 volts. Output is controlled by your battery voltage. As battery voltage matches generator voltage current ceases to flow to the battery. Similar to water pressure. Do not blame your voltage regulator (control box) for changes in output on your ammeter. Generator life has its limitations due to the generator being mounted under the hot exhaust manifold, unlike most other vehicles where it is mounted on the cool side of the engine. In our case, the generator cooling fan draws hot air from your exhaust manifold into the back of the generator. If you have fitted extractors which necessarily wrap around the back of the generator, do not complain about generator failures. We have all seen test engines with extractors glowing red. Imagine what this does to the soldered joints in the commutator!

Rough and ready way to ascertain if the generator or regulator is at fault.

With the motor running higher than idle speed, remove one battery terminal. If the engine stops it is not charging. I.E. It was running on the battery.

With engine again running higher than idle speed, briefly join the F and D generator terminals. You may be able to bridge them with a screwdriver.

If the engine continues to run after removing the battery terminal your generator is charging (the regulator controls generator output by feeding power to the small generator (F Field) terminal).

Time to look at the Regulator or the wiring. Many claimed regulator faults are due to a bad earth connection.

Clean the connection of the black earth wire to body and ensure all connections are clean.

DO NOT PLAY WITH REGULATOR INTERNALS.

If you have the ignition on with engine stationary and push the regulator cutout down, expect to **BURN YOUR TR TO THE GROUND.** \$46.00 for a new regulator from Ray is preferable.

THE REGISTER ALTERNATOR KIT

Double the output of a generator. Essential if you are running an electric fan or other accessories with engine idling.

HOW TO FIT IT

A brief overview. Detailed Instructions are included in the kit.

Fitting the alternator is easier than re-fitting the generator. Only one massive pivot bolt at the bottom in lieu of the original two small bolts.

Fit the existing generator wires to the alternator B+ = large terminal D+ = Small terminal.

At the regulator end join the thick wires (A, A1 and D) with connector provided. Join the remaining thin D and F wires. Black earth wire is not used.

You can discard the Regulator (Control Box) or leave it in place for original appearance.

YOUR BATTERY MUST BE CONNECTED AS POSITIVE EARTH. Many cars fitted with electronic ignition, radios etc. are now negative earth.

Allan Bare

No 111 Oct/Nov 2020

T660 ALTERNATOR KIT

FITTING INSTRUCTIONS

ELECTRICAL CONNECTIONS SHOULD BE BY QUALIFIED PERSON.

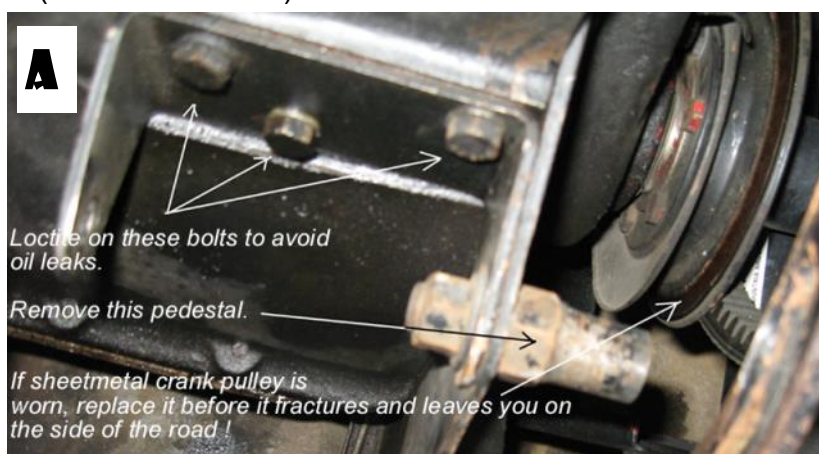
Convert vehicle to negative earth (if not previously carried out):

- Reverse position of battery terminals –small diameter (-) negative terminal to earth on car body.
- Swap position of 2 small coil wires. Wire from harness will go to terminal marked + or SW on coil.
- Swap position of wires on back of ammeter to avoid ammeter reading in wrong direction.

FAILURE TO CONVERT YOUR VEHICLE TO NEGATIVE EARTH WILL DESTROY THE ALTERNATOR RECTIFIER.

INSTALLATION

- Disconnect one battery terminal.
- Remove horn to improve access to generator front bolt.
- Remove generator.
- Remove generator front mounting pedestal (see illustration A).

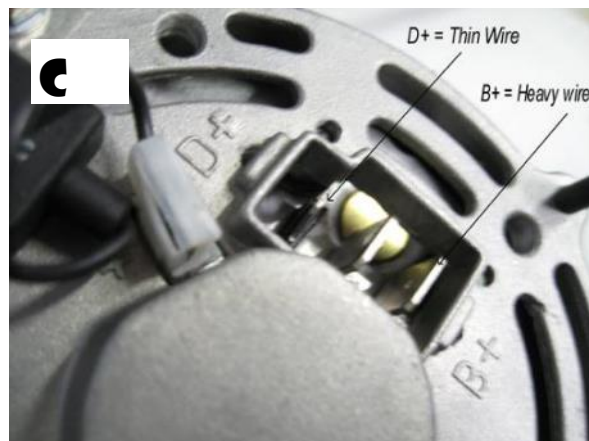


- Confirm generator mount bracket not broken (see illustration B).



- Confirm the 3 mount bracket bolts are tight. Loctite must be used on these threads to avoid engine oil leak.
- Fit the special length fan belt (enclosed) over the alternator pulley prior to installing the 1/2" alternator pivot bolt.

Note position of B+ and D+ terminals on the alternator (see illustration C).



- Insert the 1/2" diameter bolt through the generator mounting bracket with threaded end facing forward.
- Place spacer over bolt, followed by the alternator and nyloc nut.

- Install your existing generator adjusting arm with the new bolt and nut provided.

IMPORTANT

Ensure that the ½" nyloc nut is fully tightened (approx 65ft/lbs) each time belt is adjusted. Use of Loctite recommended on all bolts as this is a two-bolt mount alternator.

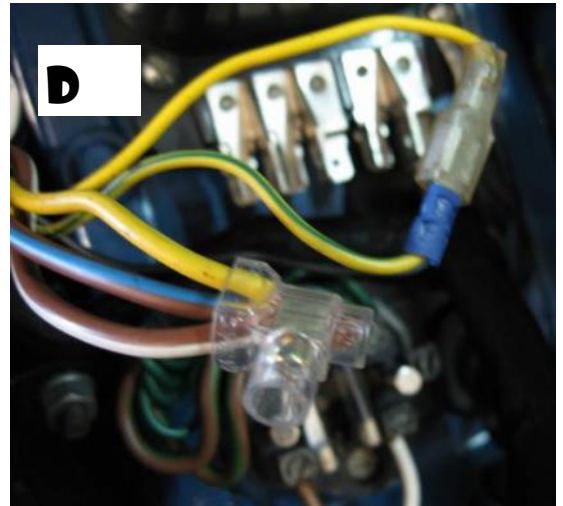
WIRING

- Connect your existing large generator wire to the alternator B+ terminal and your existing small field wire to the alternator D+ terminal (see illustration C).

- Remove the A1, A and D wires from the voltage regulator (all of the thick wires) and join them. Use the enclosed 240 volt thimble connector to join these heavy wires (see illustration D).

- Remove the remaining thin "D" and "F" wires from the regulator. Use the enclosed male spade terminal for join (TR3A push on) or the enclosed thimble connector for TR2/3 screw types. The black earth wire remains (unused).
- After connecting the battery terminal, confirm that the ignition light operates with key on and goes out when engine runs.

- Power to excite the alternator for initial charge is via the warning light. Ensure the globe is OK.



Replacement fan belt is slightly longer than the generator belt T484 is available from the register.
Allan Bare

THERE'S A LATCH TO IT.

On the recent NSW Covid Rally Andrew Ross's left hand door striker plate broke. Fortunately Jenny was restrained by a secondary latch and a seatbelt. My Jenny had complained about her door not closing easily so when we came home I sorted that and at the same time inspected my striker plates.

What I noticed was that the lock tongue was unworn. The approaches to both inner and outer latches were all but unworn except for a fair bit of chrome worn off. That told me that opening and shutting the door caused minimal wear. At the same time however the face of the primary latch was heavily worn. Each had about 30mm x 5mm x 3mm gouged out so they were approaching breaking point.

Why? Apparently the latch being brass is sacrificial and over 60 years of jiggling as the car rolls along they wear out. Something for you to check.

New Parts T17 and toss in a new set of screws T50.

Terry.



TR3 - BACK FROM THE FUTURE

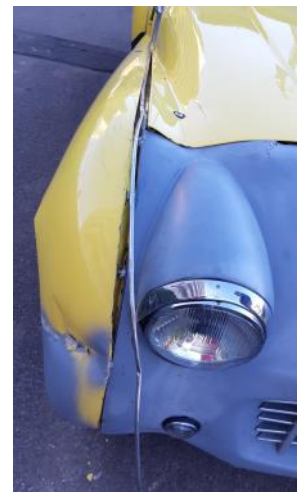
The COVID-19 lock down has provided many of us with the opportunity to catch up on those many odd jobs that have remained incomplete over the years. One of those has been our intent to take our TR3A back to the Future as an original TR3. Being a somewhat rare TR3 with an Australian DTR 91040 Serial Number, we have long been under pressure from some club members to return our TR back to its previous glory by replacing our TR3A apron with an original TR3 apron. Back in the early 1970's (pre-TR Register Days) the disassembled remains of our TR was dug up in a Canberra back yard with half a Cortina for the princely sum of \$100. It wasn't until a visit to John Murn & Alan Mitchell in Sydney, seeking some of the many missing TR parts, that it became clear the TR was a hybrid TR3 with a TR3A front apron?

A few years later in 2017 at a Malfuction Australia Day club gathering at Mal Munro's Yerrinbool estate, we were rummaging through the Register's latest collection of second hand parts. After putting our small treasure trove of second hand parts to Mal for costing, we were again reminded of the confused state of our TR. Under no pressure we were ushered into a back room by Committee heavies Mal & Gavin Rae to check-out a never to be repeated special – the one and only remaining TR3 fibreglass apron. Within a week Mal had kindly delivered our newly acquired TR3 apron to our home garage in Fairlight, where it has sat ever since.

Having been told on numerous occasions by the Committee that the TR Register was never going to have a "Confused" category in their annual Concourse, COVID19 lock-down presented the ideal opportunity to replace our TR's steering and in the process install the TR3 apron. The new TR3 apron didn't come with any conversion instructions; like how to substitute all the absence of enclosed nuts and to replace the front bumper bar, etc. After sanding, filling, undercoating and adapting the TR3 apron for a test installation, it was ready for dismantling and painting (in original canary yellow?). We proudly drove the assembled car with a freshly undercoated TR3 apron to order some matching paint (Fiat Yellow) from a nearby paint shop in Brookvale. We noted directly across the road was a smash repairer who specialised in the restoration of historic cars - a possible candidate for getting a quotation to have our legitimised TR3 properly sprayed?



Upon arriving home we found our entrance driveway had been blocked by tradesmen utilities undertaking some remedial work on the roof of our Fairlight building. We were in the process of calling the tradie responsible for making cleared access to our garage entrances when I suddenly saw the stop lights flicker on the ute in front, which began backing towards us. Despite hitting the horn and yelling, it was all to no avail. Our TR3 front had been smashed in! The driver of the ute admitted fault, provided us with his Insurance details, so we phoned Shannon to obtain guidance on what we should do – put back the old TR3A apron?



Having had Shannon's Insurance since their inception and never made a claim, their instructions were simply. Get the TR repaired at our preferred Smash repairer, as there would be no excess payable. Back we went to the previously observed smash repairer, left the car and was told that the entire car would need to be resprayed in order to properly match the paint and all TR3 parts in the boot would be installed as part of the job.

Finally we have legitimised our TR3, ready for our next NSW Register run.

Darryl & Cheryl Dobe

ZOE 4/4 BESPOKE WHEEL NUT (HUB) - TOOL

A little while after ZOE was purchased from Morgan Cars Australia (2013), owners John and Jan fitted to ZOE four new chrome wheel wing nuts in place of the nuts ex the factory. The new wing nuts came with a wood (16 ply) device which when fitted over the wing nuts would allow them to be undone and done up, using a hammer, without damaging the nuts themselves.

As time went on and with use, the original wood device became damaged, so ZOE's owners commissioned Paul Trump (cabinet maker and timber man) to make a replacement device.

Paul duly completed the order in Ash.

Photo 1 depicts the original device, while photo 2 is the of the "Trump" replacement – "HOW GOOD IS THAT!"

As the "Trump" unit is far too good to whack with a hammer, Shaun McLaughlan of Allsports Autos was commissioned to make up a replacement unit in aircraft grade aluminium with a hardened plastic insert, again, a tool to replace the original without damaging the wheel wing nuts – a bespoke unit.

"McLaughlan" unit is shown in photo 3. It is considered also to be far too good to bash with a hammer.

Unfortunately, it's back to square one and thereby to use the original 16 ply unit (while it lasts), with both the "Trump" and "McLaughlan" units going on display.

Should any MOCA be interested in purchasing a "McLaughlan", unit John Stacy can be contacted on 0410 415 949 or email toorak@eftel.net.au

John Stacy (Reprinted with permission from The Morgan Ear)



What have we here?
The engine looks good!
Morgan Plus 4 belonging to TR
Register members, Brian & Cindy
Tomalin from Tamworth.



SAPPHIRE COAST CHAPTER

It has been busy since the last report with the usual weekly coffee mornings and a run to Bermagui for fish and chips as well as nice leisurely drive to Eden for lunch at the historic Sea Horse Inn.

Of course the big news is that the Fletcher's Riley is registered and back on the road. It will come as no surprise to those who know Rick that the refurbishment has been completed to his usual high standard with the end result being a credit to his talent. The next challenge is to adjust to a more leisurely driving style.

Another highlight was the visit from one of Stuart Baillie's friends in his brand new Morgan Plus 4 which was delivered to him earlier this year. What a delight to see a brand new car with Sidescreens although the air conditioning left most of the admirers bemused. Such was the impact of seeing this wonderful machine that I believe quite a few of the group have started buying more lotto tickets.

The Sapphire Coast Chapter meets every Wednesday morning at Blend Café in Tathra from 9.00 a.m. visitors are welcome.

Bob Watters



CANBERRA CAPERS

Hi Everyone.

Luckily, the ACT has been Covid free for over 10 weeks now so life has been fairly normal for us lately, notwithstanding the normal safeguards of social distancing, hand washing, etc.

We managed to have a TR breakfast on Saturday 12 September with 13 people attending. It was great to be able to get together in a somewhat normal setting after all this time.

The weather is not quite as cold now and is more conducive to getting our cars out on the road. On this issue, the ACT Government has finally given the go-ahead to changes to its concessional registration scheme which will allow the ACT to fall in line with most other States and Territories. The changes will provide club members with 60 days driving within a full year under the new scheme.

Unfortunately, the ACT Government is now in caretaker mode pending the October elections, so getting the regulation implemented is expected to take some time. There is also the need for a new log book to be designed and implemented, together with new registration plates with ACT and Council logos to identify the vehicles registered under the scheme.

Anyway, at least it's a start and hopefully we can take advantage of it before too long.

Coming events

It is difficult to organize upcoming events in the current environment, but we are hoping to have our annual Xmas function over two days in November 2020. The aim is to drive to Milthorpe for our Xmas dinner on the 19th, travel to Goulburn for an overnight stay on the 20th before returning home on the 21st.

We also aim to have another breakfast get together on 14 November at a venue to be determined. Local members should keep the 8th of December available for Xmas drinks at the Brohan's residence. Further details to be advised.

I hope all members and their families stay safe. Take care.

Peter McEwan

QLD REPORT

Our Gold Coast Run organised by Paul Bingham had to be cancelled at the beginning of the month due to virus restrictions on numbers allowed to congregate at outside venues.

We were able to complete a 3500 Km trip to Longreach the heart of the Qld Outback as we were travelling outside the border bubble. A few members chipped in and helped with the organisation of motels, meals and places to see en route which was via Toowoomba, Roma, Emerald, Longreach, Emerald, Gladstone, Hervey Bay and back to Brisbane.

Peter Clarke

LONGREACH TOUR 2020

Day one, six cars head off to Beaudesert to meet up with Paul and Rita in Beaudesert. We then head off to Scotty's Barn for a delicious lunch and up to Toowoomba for the first night of our Longreach tour. A delicious dinner and then off to bed for the drive to Roma to meet up with the rest of our group in Roma who had travelled from the Sunshine Coast and Hervey Bay Area to meet up with us. Many COVID appropriate greetings later we settled down for a chat and 'happy hour'.

Sunday morning we head off to Emerald. A number of us went for a helicopter flight at Carnarvon Gorge and some of us went for a quick walk and then headed to Emerald. Lunch was a bit hard to come by that day. More happy hour and another delicious dinner at the local pub. One car had a Tyre blowout en route to Carnarvon so Paul Badger had to wait in Emerald for two days for another TR appropriate tyre, and he then headed home.

Off to Longreach, stopping in Barcaldine for a quick lunch as some of us were doing a tour at the QANTAS museum before heading back to the motel for a refreshing drink and then heading off for the Luminescent show at the QANTAS museum and then off for dinner. A very big day!



The next day was a tour of the Stockman's Hall of Fame. Fascinating! Then resting, or looking at the shops or more visiting the QANTAS museum. Quick happy hour where hilarious stories were told about how various couples met and married.

L-R. Lewis & Carol Gray, Ken & Judy Le Mesurier, Peter & Sue Clarke, Warren & Gail Evans, Howard & Carol Prior, David Chapman, Joan & Pearce Bowman (TSOA) Paul & Rita Bingham. Sue & Ian McLeish in 4WD (Kermit unwell).

Then off on the bus to the Thomson River for a Sunset Cruise and then dinner at Smithy's. Delicious dinner, excellent entertainment from Pedro Colum. Back to the motel on the bus and sleep for the night before heading off back to Emerald. Dinner at the motel. Yummy

Gladstone was the next stop where Pearce organised a tour of the shale oil plant at Gladstone. A very informative and interesting tour. And a very yummy morning tea. Thank you Pearce for organising this part of our trip. Some really good work has been on the foreshore of Gladstone to make it family friendly.

Then on to Hervey Bay for a dinner at Cafe Balaena after a delicious lunch at Bundaberg. Thank you Carol and Lewis for organising this part of our trip and being our chauffeurs to and from the restaurant. The last Sunday we headed to Lewis and Carol's house to admire and drool over his car collection and then off to Ken and Judy's house to admire his workshop and the car he is now restoring. And a beautiful morning tea at their house. Thank you Ken and Judy.

Then it was home for everyone, some stopping overnight on the way home and some travelling home to their own bed.

Thank you Peter, Warren and Paul Bingham for your work in the preparation of this tour and on the road every day.

Sue McLeish

NSW REPORT (S)

REPORT ON NSW TT 2020

The event was put together by Kerrie Holliday & was a superb piece of organisation. Not only were we travelling comfortable distances daily, but often on the back roads, which the cars enjoyed, where we saw great country thriving from recent rains & at a time of the year when we were treated to trees blossoming, wattles flowering, but also fields of gold as much of the Canola was nearing harvest. Our accommodation was varied & welcoming with venues often asking for a 'fleet' photo. The weather was great, after we crossed the Blue Mountains.

As we had to deal with Covid 19 issues Kerrie had to have us eating in 2 shifts. She rotated us all at each venue so we did not miss out on catching up.

As thus was a substitute for the concours Ian Cuss was engaged as chief judge for the morning rituals encompassing very important things which separated the cars, such as how much dust was in the engine bay, how fast your left hand blinker worked, how many drops of water under your car in the morning, how nice & noisy was your exhaust.

We had up to 10 Triumphs on the journey. We also had Roger Harrison, from Port Macquarie, join us in one of his Mercs. All the cars performed well until we departed Tamworth when Chris Olson presented with a "fail to proceed". In total we covered 1600 Km , or 1100 m in old talk, so it was stretching the legs. It all seemed too much for Bob Slender, in sleepy Willow Tree, when he was found on his back, seemingly looking at his glove box, with one leg over the door-asleep. Our trip started at our meeting point in Glenbrook, followed by morning tea @ Leura, then lunch at the amazing gardens of Mayfield, in Oberon before landing in Bathurst for 2 nights. We did the obligatory lap of Mt Panorama & visited the Motor Museum there, before popping out to Chris Olson's farm where we received further education in goats.



Next day we visited historic Carcoar, then the wonderful McFetter's Motor Museum in Forbes before we ended up in Parkes for the evening. The next morning we carried bat & ball to the Disc, followed by lunch at Wellington. We then visited our first silo in Dunedoo, where we were lucky enough to meet the artist who was starting another mural on the side of the same silo. We then scooted off to Coonabarabran for the evening.



The next day we headed off for more silos, this time at Gunnedah then Barraba before arriving in Tamworth for the evening. Many pictures were taken of the Golden Guitar. Another early start saw us heading for the last silo at Merriwa via old Willow Tree. After receiving news of Chris Olson & his Doretti we zoomed off to Pokolbin via Denman.

Following a quiet evening there we departed for lovely Morpeth, where we saw the "Big UGG". At this point our numbers were dwindling as we all scattered in different direction for the comforts of home. We all had running sheets & maps to follow as well as phone numbers of all the accommodation not to mention our fellow travellers, in case someone strayed, as well as details of what to see & where. So a huge thanks to Kerrie, & Russell, for the mountain of work that went into putting this successful event together.

Regards,
Andrew Ross
NSW State Coordinator

First Wednesday: Pie in the Sky

Second Wednesday Common Ground Café Picton

THE NATIONAL MEETING YOU HAVE WHEN YOU'RE NOT ALLOWED TO HAVE A 2020 NATIONAL MEETING , NSW COVID STYLE

2020 has certainly thrown us some challenges. However, I am indeed grateful that NSW members had the opportunity to join our September Country TT, albeit with some covid safe tweaks. At first I felt like a naughty school girl "wagging", doing something wrong by being out and about with a group of friends and having fun in our little cars again. But as the days progressed I relaxed into our new found freedoms and had a truly wonderful time away.

We had 11 cars in all on tour with 21 adventurers. Starting in Glenbrook we met with the Terry and Jenny Hicks, John and Sue McCormack, Andrew and Jennie Ross, Bob and Glenn Slender along with Darryl and Cheryl Dobe, who were the very first eager arrivals. Lunching at Mayfield Gardens in Oberon, we were joined by Ian and Tracey Cuss, along with Chris Olson. At our first overnight stay in Bathurst we met with Kevin and Helen Lehman and also Roger Harrison. The Lehmans left us in Coonabarabran, but we gained the company of Alan and Cheryl Mitchell for the remainder of the trip. A few other members briefly met us for friendly chats along the way including Geoff Fry in Bathurst and also Brian and Cindy Tomalin in their yellow Morgan at the Oxley Scenic Lookout in Tamworth.



For me, one of my special memories of the tour came in Barraba. After viewing Fintan Magee's fabulous series of water diviner siloart, we lunched in its quaint township. Excited locals spread the word of our arrival and very quickly the cars were surrounded with adoring admirers, including one very special man with a neatly trimmed gnome like beard and wearing a Cronulla Sharkies beanie. Telling anyone and everyone who'd listen, that we'd made his day and also commenting that "Why is it that beautiful cars always have beautiful women in them?" His smooth talking made many of us ladies laugh out loud, but I was a bit concerned if his very true and accurate observation applied also to Bob's co-pilot son Glenn?

Some special thoughts from others on our trip are as follows.

Cheryl says, "what stands out for me about the trip away is the undeniable comradery amongst the members and the willingness to help others when in need. Darryl & I were once again recipients of the accumulated knowledge and genuine concern for the safety of not only our car but of us as well. I would like to express my gratitude to both Ian Cuss & John McCormack for jumping in without hesitation, spanners in hand, making the necessary adjustments so that we could continue to enjoy the amazing trip safely. We truly have a club we can all be proud of." Darryl says, "Thanks again for organising one of the best TR runs we have ever been on - well done."

For Jenny Hicks, "the highlights were the pizza dinner in Bathurst in Ribbon Gang Lane- named for convicts hanged in an earlier age; morning tea and 3D viewing at the Dish- no cricket though; the surprise beautiful vistas across the countryside; roads with no other traffic to interrupt the TR cavalcade for many kilometres and the painted silo art, even talking to the artist Peter Mortimer who painted the Winx mural of horse, jockey and trainer." He funnily told us that he's scared of heights and that this will be his first and last painted silo!

As a P.S. Terry says that "he was going to say Russell's vacuum advance line disengaging at Bathurst, John's headlights failing at Parkes and Chris's head gasket blowing at Tamworth but

apparently these genre observations are not acceptable so I will go with Jenny's observations." Said in true Terry style.

Ian says, " The 2020 A Triumph Tour that was a fun Concour but definitely not a D'elegance in anyway. As we have all been hanging to get out and about in our little treasures each state is running events to get us all driving again, OOPS sorry Victoria you cannot just yet. Kerrie and Russell organized 8 days around central NSW. It was fun, and we thank them for organizing a great drive.

During the planning it was decided to run a mini fun Concour. So as retired chief judge my task was to do some judging along the way but with a twist. 5 Days, 5 Category, 11 Cars easy.

Day One: Slowest Left-Hand Indicator over a 15 second interval.

1st John McCormack 11 blinks 2nd Ian Cuss 15 blinks 3rd Alan Mitchell 17 blinks

Day Two: Who had the biggest overnight wet spot.

1st Terry Hicks 2nd Cheryl Dobe and equal 3rd Andrew Ross and Bob Slender

Day Three: Who has the biggest and brightest hooters.

(Headlights silly)

1st Chris Olson 2nd Bob Slender 3rd Andrew Ross

Day Four: Who can expel the loudest noise from the rear passage. (up to 1500 RPM)

1st Chris Olson 2nd Ian Cuss 3rd Andrew Ross

Day Five: Dirtiest Engine Bay

1st Cheryl Dobe 2nd Terry Hicks 3rd Bob Slender

Points were awarded to all cars and the winners for this little Concour are:

1st Andrew Ross

2nd Cheryl Dobe

3rd Terry Hicks

Hard Luck to Chris Olson

I'd like to thank the Register Committee for the prizes and all who participated it was a bit of fun."

Russell notes , "Speaking as the driver to the esteemed organiser Kerrie of our September NSW Covid 19 Escape to the Country, thank you for all the hard work I witnessed in the tour's preparation-detailed itinerary with interesting places to visit, maps, driving instructions, dinner rosters and the like. Night after night and day after day, even on tour, Kerrie kept checking with accommodation places and eateries to ensure we would be looked after. Because of the changing Covid restrictions, some clubs would not let Sydneysiders in, while others wouldn't allow bookings greater than 10. At least the government got rid of the essential travel restrictions to allow our wonderful group of 11 cars to travel together.

As a replacement for the Stanthorpe Nationals, it was important for me to at least do something motoring on the normal Saturday Concours Display. So my highlight was a visit to the National Motor Racing Museum, Bathurst and track run round Mt Panorama. In the afternoon we visited our Regalia man Chris at his farm for some shopping and delicious afternoon tea. McFeeters Motor Museum in Forbes the next day was interesting and then we toured for four more days through Parkes, Coonabarabran , Tamworth ending in the Hunter Valley, taking in many art works decorating Silos and water tanks. Engaging our former chief judge Cussy in a daily running competition, was another highlight adding a morning dose of fun and entertainment. Categories did vary from standard concours categories such as "largest wet spot next morning" (under the cars of course), "brightest hooters" (headlights) getting the passengers to turn on the lights to see if they know a little of how a TR works, slowest flashers and of course "loudest fart" (from the exhaust). As agreed at the last



committee meeting, regalia prizes were awarded on the last morning of the Tour. Great Fun!! I wonder how other states will use their regalia donations to encourage the spirit of comradery in the club? What a really interesting enjoyable tour we had and I look forward to the same freedom for all other states."

Sue says that, " There were so many highlights from our Covid TT- Ian Cuss' inventive Clayton's Concourse Competition, which produced fits of laughter every morning. The beautiful countryside blessed with recent rain. The delicious dinner prepared for us by the motel in Tamworth. But the absolute highlight was being able to enjoy it all with dear friends- a highlight not just of the TT, but the whole of this otherwise awful year!! Thank you so much Kerrie, for organising such a wonderful week."

Chris observes that the recent NSW TT was held concurrently with the Tour de France cycle race and I was interested to observe that it followed similar protocols. When my car suffered a mechanical incident that quickly brought me to a steaming halt, (blown head gasket), the rest of the group (pelaton) also stopped to offer appropriate assistance.

It was immediately obvious that I would require a substitute vehicle so a member of the group agreed to wait with me for the support to arrive while the balance of the group continued on the agreed course. Shortly after I had contacted the NRMA (team car) support arrived and my car was placed on a tow-tray transporter and I was provided with a replacement car.

I was then escorted back up to the group (pelaton) by my support group member and rejoined the group as they completed the day (stage) much to the joy and relief of all concerned. Again I was reminded that it may be the cars that bring us together, but it is the people that keep us together." What a wonderful NSW TT we had, covid style, but extremely enjoyable and memorable nevertheless.

Happy Travels,
Kerrie Holliday

PIE IN THE SKY

The first Wednesday of the month is the day TR-register members meet at Pie in the Sky. This September it fell on the 2nd of the month. Spring was showing us it's best side, it was a beautiful sunny day!

We had a great turnout of 14 members, Bill Newling came too late to get into the photos. Obviously too many to be sitting at one table, as we were advised by the staff! So we had to reorganise to 2 tables!

Therefore I had to take more than 1 photo, which I normally take.

We have been attending regularly! It is the only event we feel safe from Covid-19, as it is an outside venue.

Come and join us next month, TSOA members are more than welcome!

Regards,
Renate Polglaze



TASMANIAN REPORT

Bicheno Bash 2020 Friday 11th to Sunday 13th September

This was our event to have when we couldn't be in Stanthorpe QLD and strangely enough the night before leaving I was watching Escape from the City on ABC which featured a couple being shown 4 properties in the Stanthorpe area.

All up we had 6 members and 4 partners join in for the weekend on the East Coast. Meeting up on the Friday morning at the train park Perth were John Kay in the TR3A, Hugh and Jude Maslin in the Toyota Celica GT4, Jeff and Shirley Mount in the Jaguar E-Type Coupe and David Pearce in the TR3A. Our first stop at 11am was at Campbell Town for a coffee fix. From there we turned left on to the Lake Leake road a 57 km run through to the Tasman Highway just north of Swansea. With a mix of driving conditions it is a great TR road and also popular with motor bikers.

A few more kms north up the road and we arrived at our second and lunch stop at the Devils Corner Cellar Door, Applawn. Here Winston and Marilyn Quaille caught up with us travelling in the Range Rover TD V8. A really good lunch stop with choice of seafood menu or pizza menu and a selection of fine wine. The seafood chowder was popular as was the Devils Corner Pinot Grigio. Sated, our next stop was to our accommodation at the Beachfront at Bicheno where the 2017 Tassie Tourers stayed overnight. Here we were joined by Martin and Daphne Osborn who had travelled up the Tasman Highway from the south in the MG ZT 190. The Maslins have a house nearby so they stayed there.



We all dined at the motel restaurant on the Friday evening after having done a recce of the local streets and businesses in the afternoon. Some had breakfast downtown before our Saturday morning drive took us south to the Coles Bay road turnoff where we journeyed to the Saffire at Coles Bay for more coffee. At the start of the Coles Bay road I invited Winston to take the wheel of my car as a means of encouraging him to get on with his TR3A restoration. It was a bit showery going in but that was about the extent of the rain we encountered save for overnight. Returning from Coles Bay we drove to the Lobster Shack at Bicheno for lunch, seafood of course. We skipped the afternoon drive, some had a siesta and some went for a walk. On Saturday evening we were entertained by Hugh and Jude at Gordon Heights. Hugh barbequed the lamb and Jude prepared the side dishes and desserts which all enjoyed. Again a big THANK YOU to Hugh and Jude for their hospitality.

Sunday morning and a fine day lay ahead. The Osborns headed south and were taking the Lake Leake road to Campbell Town then heading down down the Midlands Highway to Hobart. The rest of us headed north to St Marys via the Elephant Pass. We were disappointed to learn beforehand that the Pancake Parlor was closed due to COVID restrictions. John set a good pace over the pass and there was a bit of reverberation to be heard coming off the rock walls. After more coffee Winston got back into the drivers seat of my car for the run through to Fingal and then Avoca. I could see that he was becoming more confident behind the wheel as we went along. Over the 2 days he put in about 75 kms of TR driving. By the time I got home there was another 251 miles on the odometer.

Longford Jazz Festival 19th September

Another opportunity to flaunt the TRs came in the form of an invitation to participate in a parade on the Longford streets as part of the Longford Jazz Festival. For the street parade around a

dozen musicians aboard a long flat tray truck with side hurdles, provided by Page Transport, played their instruments while the Covid marshal in his S3 Bentley led the truck followed by the TRs of John Kay, David Pearce and Jeff Mount with a Maigret type Light 15 Citroen in burgundy bringing up the rear. It was a low gear parade around some back streets and then down the main street of Longford to the Village Green where the musicians continued on playing under the rotunda. Lots of waves from the spectators standing on the footpaths.

Our Cars

With only two sidescreens at Bicheno the absentee cars were Hugh Maslin's TR2 which is in a disassembled state. Towards the end of September welding of the new floor pans had been completed. The engine bay had been painted and the body is about to be returned to Bicheno for final painting. The engine rebuild has been completed and is shortly to go on the dynotuner before being dropped back on to the chassis.



Jeff Mount's TR3A had blown a head gasket a few weeks beforehand. He was disappointed not to have it back in time but his mechanic was giving daily runners priority.

Martin Osborn's TR3A was still in the workshop awaiting fitment of some MX-5 seats for his greater driving comfort.

Not much has happened to Winston Quaile's TR3A since its appearance on the trailer at the 2017 Launceston Concours. I am hoping that his time behind the wheel of my car will spur him on.

The Peerless has had its new custom built aluminium radiator with twin fans installed. Really good workmanship from a South Launceston business, Radiators Plus. Still have the matter of a small intermittent miss to sort out. The TR3A clutch hydraulics have been seen to and pedal pressure is much better.

John Kay is having a crack at rebuilding his original TR3A motor which came out a few years ago. Sort of a bucket list project.

At the beginning of the month Chris Wisbey's TR2 came on to the market and was promptly snapped up. His association with the car went back 45 years. A restoration of TS7978 was completed about 2011 starting from a lot of parts in boxes and some porous panels. I would consider it to have been a "save."

Coming Events

Sunday 18th October 2020 9.30am to 1.30pm

The Predominantly from Britain to 'Bunna Car Show 2020

This show at Triabunna on the East Coast has been going a few years now. It usually clashes around the time of the TR Register National Meeting so this time I am intending to go along with John Kay and Martin Osborn who will be coming up from the south.

1st Sunday Monthly 9.00am to 3.00pm

Classic Cars and Coffee

Macquarie Street George Town

This gathering has only started in recent months and has been drawing good numbers.

David Pearce

Tasmanian Co-ordinator

GEOFF KELLY UPDATE..

You would recall Geoff Kelly's restoration of a TR once owned by his uncle. As part of the repaint many years ago the body tags were removed and stored in a kitchen drawer. Finally Geoff got the car back in 9/2017. Of course aunt had a tidy up in 2/2017 and they were thrown out! Trust that Hugh has the plates in a safe place.

