

SIDESCREEN

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FRONT COVER: Jerry Burges' TR2 at the wedding for his son Leigh and bride Jacqueline, at the Carriage House in the grounds of the Milton Park Country House Hotel, Bowral.

BACK COVER: President John 1976

PRESIDENT'S MESSAGE

A productive time since the last Sidescreen.

A highlight for me was buying a scanner to convert all my slides and photos to digital. I have lots of slides from my Navy days but while going through them I found photos of a few of the cars I've owned. Rick put a photo of the 3 cars we owned in 1988, our TR2, a Morrie Traveller and Triumph 2500S on the website. All lovely cars and I still have the TR2 but for a time the Traveller was our family car with three baby seats across the back so it was the Traveller that we cried over when it was sold.

I also found some photos of me in the TR2 soon after I bought it in February 1976. Susie Wall said it looked like our son Glen in the driver's seat. No paternity issues there.

This week Tony Knowlson rang me with the tragic news of the passing of my Victorian namesake, John "Hammo" McCormack. John was a much loved character, long term Register member and active TR owner. John and I first caught up at Echuca in 2013 and I am pleased to have a photo of John with his son and me and my son Glen at that Concours. Just last month John and I exchanged notes about our shared Irish Scottish heritage. John's son, also John, has the TR2 and is already an active Register member.



John "Hammo" McCormack will be sadly missed. My sincere condolences to his family and many friends.

As I write this I have been emailing our members that the TR Register UK have agreed to a reciprocal arrangement between our clubs by allowing access to 'members only' areas of their website and forums to financial members of the TR Register Australia. This was one of my objectives as President so I am pleased to have had success. Their members will have the same access to our website and forums. I am confident this will expand the experience of our and their members, especially when we can travel again. I have written a separate article in this Sidescreen on this subject.

The Committee as a team have done a great job putting together a joining pack for new members. We have had about 15 new members over the past 6 months so this is timely and welcome. A core group of David Ferguson, Rob Bradford and Bob Watters led the effort and deserve the members thanks. The pack will welcome new members and provide them with information and links to Register services. It is intended to initially send the information to all members as, while we assume all existing members know how to access Register services, this is not always the case.

David Ferguson has just told me of another two new members. Looking good.

One of the Committee's concerns is how to involve regional members more in Register activities. It would be great where tours are being organised that regional member involvement be a consideration in routes and timings.

I am aware that a lot of our events are held mid-week and, while that suits many members, it makes it difficult for working members to join in. We need to balance our events to get more weekend activity so that all those members unable to get out mid-week (a lot of new members) aren't excluded. I ask all coordinators to include as many weekend events and activities in their 2021 programs as they can.

The revised Constitution approved at the June AGM has been cleared by the NSW Department of Fair Trading. Included in the revision was an Associate Member category for those people who don't qualify for full membership by owning or having owned a sidescreen. One of the intentions with this category is to allow partners to join the Register and, if they wish to, to assume in their own

capacity a number of roles including state coordinator, Sidescreen editor, Regalia, Web Manager etc Associate membership joining fee is \$20. As with Full membership, the fee will be waived for the first year of membership.

The Committee have approved the following Associate membership conditions:

- do not have voting rights, access to new or used parts nor to Conditional Registration,
- will receive a soft copy of Sidescreen but not a hard copy,
- can volunteer for state coordinator, Web manager, Sidescreen Editor, Regalia and Historian roles. These positions do not require Committee membership (but they may be Committee members if held by a Full member).

If this form of membership sounds an attractive way to get partners or friends involved, please give it serious consideration. We might just find we have a broader set of skills available to volunteer for these important roles that make this club work.

That is all from me. All the best and drive safely.

John McCormack
President TR Register Australia

MEMBERS' DIRECTORY 2021

Anyone wishing to be added to the member's directory to contact Lesley via email for OPT IN form.

Lesley's email : lesley.xerri@gmail.com

Dear Fellow Triumph Owner,

One thing that has remained constant in this crazy pandemic year, is the pleasure to social distance by taking a drive in your Triumph.

So, it's time to plan ,**Drive Your Triumph Day**..

My name is Rye Livingston and I'm with the Triumph Travelers Sports Car Club in Northern California. A number of years ago, I encouraged members of our club to drive their Triumphs on February 10th, to celebrate Sir John Black's Birthday. Last year I received about 350 photos from all over the world. I'm hoping we can increase that number this year!

On Wednesday, February 10th, go for a drive in your Triumph. Take a scenic drive on a country road or out to lunch, to the market, to work, wherever. The photo is mainly of the car and the owner if possible. If it's the middle of the winter where you live and your car is in hibernation, or in the middle of a restoration, take a photo of it anyway.

Next step is to email a high-resolution photo to driveyourtriumphday@gmail.com, along with some basic information: owner's name, year and model of car, and place photo was taken (city, state, country). The photos will then be published not only in our club newsletter, but also in USA's national magazine: Vintage Triumph Registry, and on the Drive Your Triumph Day website: <https://driveyourtriumphday.shutterfly.com>

Be sure to contact me with any questions you may have, and thank you in advance for getting the message out to your members and friends to Drive Their Triumphs on February 10th.

Regards,
Rye Livingston

TR REGISTER UK FORUM ACCESS PROCESS

This article is a repeat of an email I sent out so if you have seen it, my apologies. I wanted to ensure it reaches as many members as possible

As you may have seen previously in Sidescreen one of my objectives as President was to seek a reciprocal arrangement with sister clubs in other countries. My first priority was with the TR Register UK.

I joined the UK Register four years ago after I bought the TR6 and started the restoration of my long door TR2. The advice, support and assistance with parts from our UK compatriots was instrumental in completing the restoration of a quite original TR2 and the friends Sue and I have made have enriched our lives. Some examples.

Firstly, there is an extraordinary depth and breadth of experience and knowledge of TRs in the UK Register. Numerous details on my cars were resolved through their online forums. Original photos, members who owned the cars from new etc could provide definitive advice. I might not have followed all the advice but I knew where I had deviated. UK members have invited us to visit with and attend their events.

I needed a pair of 1 ½" SUs so, after an unsuccessful search here, put a note on the UK TR2/3/3A forum. A UK member in the Midlands had a set and sent me photos. We agreed on a price and he said he knew of another member (who he didn't know personally) who lived in western Cornwall and was travelling to Sydney to visit family. He asked if I wanted him to see if the Cornish member could bring the carbies to me to save on import and postage. The fellow from Cornwall offered to pay the fellow in the Midlands, who he didn't know, a large sum of money in Sterling on behalf of an Australian neither of them knew and that he would deliver the carbies to me. A month or so later the carbies were delivered to my garage by the Cornish TR enthusiast and I handed over the equivalent Australian \$\$\$. The two of us went for a drive in my TR2 around Sydney across the ANZAC, Harbour and Gladesville Bridges. He was delighted and videoed the harbour bridge crossing which he posted online in the UK. An excellent outcome for me and the two UK members.

A couple of years ago Patrick McMahon, then TR Register Ireland President, saw that Sue and I were going to be in Ireland and offered to host us to a night in Temple Bar, Dublin. We had a great night with Patrick and when Patrick was out here in Sydney last year he and his partner came to our home and joined the Register members at our Christmas lunch. Tim Hunt, Vice Chairman of Club Triumph UK and a UK Register member, was visiting family in Sydney and got in touch via the UK Register website. He and his wife have now joined us for a couple of events during their Sydney visits.

Sue and I plan to include UK Register events and visits with new friends when we next travel to the UK and Ireland.

Following the benefits we have gained from our TR Register UK membership I have been working with the TR Register UK for much of the past year to develop a reciprocal arrangement between the two clubs. I am pleased to advise that the TR Register UK has agreed to provide financial members of the TR Register Australia with free access to their Forum 'members only' areas.

<https://www.tr-register.co.uk/> In turn, UK members will be afforded free access to our members only areas.

If you wish to have access to the UK website and forums please email me with:

your full name, and
membership number, and
email address.

My email is huon_24@bigpond.com

I will forward requests to the UK in batches. Once they have them and are ready to process the applications I will let you know. You will then be able to register with the UK Register by providing the same details to their office.

The UK is having a bad experience with Covid so there might be some delays. I have also been told the UK registration process is a bit clunky. Please be patient, it is worth it.

John

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MEMBERSHIP REPORT

Hi Folks, The take up of new membership is continuing with 2 new members and 3 old members come back to the fold.

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

Two new members have joined :-

VIC – Peter Mackenzie from Mount Eliza with TR3a

NSW – Don Hughes from Berowra Waters using his father Derek's TR

Members re-joined Chris Frith, Peter Williamson and Gerry Burges.

Along with many other members I was saddened by the passing of John Hammo McCormack. I first met John at my first Concours in Echuca in 1992, I think it was his first Concours as well and he and Bruce had driven through the rain with aero screens, crash helmets and goggles. As they had been registered as Mr and Mrs, Bruce became Johns wife for many people.

Later the guys organised weekends in Gippsland and a rally type tour with a quiz, based in Inverloch these were great weekends. At the last one we arrived back at the motel and the boys took up residence outside the room and 2 bottles of red consumed finalising the results before the presentations at the pub later that evening.

Tony

Email :- knowlson@optusnet.com.au

CLUB MATTERS

Some time back we held a survey during which we asked how many of you would participate in communicating with the committee in an open forum session prior to the regular committee meetings. The results indicated that 43.81% of the members would like this facility.

We have since introduced a 30-minute open forum before our meetings but so far only 2 people have elected to join in. The interaction has been much appreciated and productive, however due to the multitude of good ideas and enthusiastic feedback we have had over the past 12 months we were hoping for more participation in this idea. Perhaps it is the pre registration to receive the link that does it? Please let us know what you think.

There has been an inordinate amount of time spent on Historic registration this year, mostly related to the total confusion created by NSW Government. My take on these problems is that committees are an essential interface of any club which might be subject to compliance with legislation or potential liabilities. It appears that we are just one of many car clubs smitten with sorting out how to overcome the totally confusing and impractical requirements being proposed in NSW. I commend those who are tasked with sorting this out. This is one time that we can only hope that common sense prevails and they follow the lead of South Australia or others and adopt a simple and practical system, however we are dealing with bureaucrats and politicians trying to save money so do not hold your breath.

Our Sidescreen magazine has been very interesting and robust in recent times. It is time to reflect on how much hard work our editorial team put into this publication however more importantly we must thank all those who contribute, as without the constant flow of contributions our editors can not produce such a wonderful product. Thank you all.

Rob Bradford

No 112 Dec 2020/Jan 2021

EDITORS REPORT

Here goes another Sidescreen. Thanks for all of the contributions.

You will read about Gary Chapple's TR, owned for some 50 years. What happened was that I saw the image and realised that it was a Powder Blue TR with a registration number that approximated what mine would have been so I adopted it. Jenny opened the email from Gary, laughed and said "sprung". Yes it was Gary's TR not mine. His car is TS81002 built 17/10/1960 and mine is TS81072 built 20/10/1960 so there you go. It caused me to look further and I found a jotted note from years ago; mine was CKW-666. Both registered in December 1960.

We have just returned from an excellent run to Millthorpe as you will read of in the Canberra Capers. On the way back my overdrive failed. Not to worry; onwards. Around a corner and there was a very large and very dead roo. A TR has about 6" clearance and this one was about 18". Couldn't avoid him seeing as there was a semi-trailer in the other lane. You learn in rallying "If in doubt accelerate". What a mess! Still everything appeared ok so on we went for another 60ks when a woman pulled alongside and pointed out that "You've got a bit of road kill there!"



We called in to see Gill Skidmore at Sydney Vintage Car Restorations Crookwell. Shannon grabbed the fire hose and washed away a bit of a mess. Brake line not where it should be. In the doorway was yet another light green TR. Apple, Litchfield Cactus? Very nice, Belongs to Greg Bruce.



Best wishes for a Happy Christmas.

Terry & Jenny.

CLUB PROMOTION BROCHURES

Our new brochure is included with Sidescreen. It is intended for TR owners to keep with their paperwork and provide to new owners when they sell, or to hand them out to potential TR owners if they show an interest. We will also distribute to car dealerships that specialise in classic cars, TR service outlets and will keep extras with state co-ordinators. These copies are for handing out at car shows and on runs to people that show interest in our cars.

Don't be afraid to ask for extra copies. There are plenty available and we would really like to see as many distributed as possible.

They do us no good sitting on a desk or in a drawer!

David Ferguson



TS 81002 - BLACKTOWN TR 1962

I thought I would share a recent interesting story. My name is Gary Chapple and I have been a member of the Register since the early 1980s. My wife, Sandy, & I own a TR3A that we bought in April 1971 before we were married and still have. Our thanks to Roger Gates who introduced us to the joys of TR sidescreen ownership back then.

I was reading the Oct/Nov 2020 hardcopy issue of Sidescreen and came across the photo Terry Hicks had included of 'my TR in Blacktown in 1962'. I noticed in the photo that the TR number plate started with CLC although the rest was a little difficult to read. Our TR's number plate was CLC-503 when we bought it in 1971 and after zooming in on the photo in the electronic copy of Sidescreen, I was convinced that the photo was of our TR. Wow, how good is that.

After emailing Terry, he mentioned he had found the photo on the Blacktown Library site. I have since downloaded the photo which was taken on 2 December 1961 in the main street of Blacktown, NSW. Sandy & I are blown away as this is a photo of our TR from December 1961, ten years before we bought it and 16 months from when it was made.

A few details of our TR - Commission number is TS 81002 and the Register Birth Certificate shows the car was made on Monday, 17 October 1960, Powder Blue body colour, blue vynide trim colour and black hood/side curtains and tonneau cover with wire wheels and no overdrive. When we bought the TR, the hood was white but with black side curtains and it also had a white hard top & white tonneau cover. The white soft top in the photo does look the same as the one we still have in the boot – it always had the ripples above the side curtains.

Over our 49 years of ownership, the TR was off the road between 1975 and 2005 which covered times of home ownership, kids, lack of funds and then restoration including repainting in Powder Blue.

There are many memories of our TR ownership over the years but an early one does stand out.

Not long after we bought the TR in 1971, Sandy & I were driving along a back street one night after I had been tinkering with the car that day, when all of a sudden the bonnet flew over the top of the windscreen (broke the windscreen), hit my future wife on the head and landed on the road behind us. I looked in the rear view mirror and saw headlights coming behind us. My first reaction was 'No don't run over the TR bonnet', so I quickly jumped out of the TR and ran back to save the bonnet. Sandy was not impressed as she believed I thought more of the TR than her injury – it was only a small bump on the head though and that TR bonnet was very precious. Obviously I did not lock the bonnet Dzus fittings correctly after working on it.

Sandy & I are very happy that we now have a photo of our 'first' child from 1961 and hope you enjoyed reading about our recent discovery, all thanks to Terry Hicks.



Now



and in 1962

RETROSPECTIVE

AN INTERVIEW WITH ROB BRADFORD

by Neil Tribe

Part 2 The Working Years

Rob, in Part 1 you told us about your early life growing up in the UK and Kenya and ultimate migration to Australia as a 10 Pound Pom in 1966. What happened next as your Australian working life progressively developed?

Having joined my parents in Western Australia and having worked on their farm for about a year I became curious about what was on the other side of the continent. My father's brother had taken up residence in Tasmania so I headed off to visit him in my trusty VW which I had modified so I could sleep inside. Along the way I found plenty of casual work in places like Ceduna and this opened my eyes to what Australia was about. The trip took 3 months, sightseeing, adventuring and exploring life.



On returning home I soon moved to Perth from the farm at the invitation of a Kenyan friend who had a flat to share. I worked doing anything that popped up, cleaning bricks, welding etc until another friend offered me a permanent position as a storeman. The conditions were good and I did that for several years until I got a better paid and more interesting job with a company called Transpec. Transpec supplied truck parts, gearboxes and hydraulic equipment for the mining industry and I got to travel to all the mining areas experiencing the huge growth that was going on at the time. I was with Transpec for 8 years including a stint as Assistant State Manager for Queensland. This was predominantly office work that I found not to my liking.

By now I was about 34 and secured a move to another company as a salesman. The company supplied valves and I was selling solutions to water hydraulics for town reservoirs plus the sugar and the mining industries. I enjoyed this work and stayed with them for about 10 years so I was over 40 when I got a new job with Austral Engineering as State Manager. With all these jobs I constantly explored new skills and that's what I liked and that's what got me ahead. Attending our wonderful TAFE colleges for many years played its part as well.

Somewhere along the line you must have met Judith and got married. How did that happen?

When I first moved to Perth after leaving the farm I got interested in sailing. I was 23 or 24 at the time and I built a little Cygnet sailing boat then moved on to a 14' skiff to race with the club. I had a girl forward hand who worked the trapeze and she became my girlfriend. Her name was Judith.

After I moved to Queensland I realised that something was missing in my life so invited Judith to join me. She already had two sons from a previous marriage so when she agreed that was pretty brave. I was also on a learning curve! Anyway I flew to Perth and we overloaded her Torana with stuff and set off. The car was suffering so we stopped in Kalgoorlie where my





parents now lived and packed a lot of the stuff onto the train. The Torana engine also needed a rebuild before we tackled the Nullarbor which was gravel in those days.

We were married on the top of Mt Coot-Tha. I still had the 14' skiff and had joined the Manly Sailing Club as a means of meeting people and the club members came to the wedding along with a bus load of elderly lady tourists! It was a lovely ceremony.

Anyway we commenced married life while I was still at Transpec and owning our own home was a priority. We bought a fun little cottage in the Sunnybank/Runcorn area of Brisbane which was near the Austral foundry. We paid it off in no time, 5 years from memory. 1976 was a special year for us when our daughter was born. Judith's mother came over from WA to stay and on the day she arrived the septic system blocked up. Judith rushed to the airport while I frantically emptied the septic contents onto the banana plants. We had great crops for several years after that incident. There was another occasion shortly after when I lopped off the top of a lattice fence to feed the BBQ which amused Judith's parents who were with us at the time. They thought Queenslanders were mad but I already had a plan to lower the fence and the lopped bit was actually surplus!

During this time I applied for another job that paid better but it was a bad choice as the company was barely solvent. I didn't believe in their product anyway so just hung on for a bit until I could find something else. This turned out to be Metso Minerals who provided extraction equipment that floated gold or aluminium off the ore. I started at the bottom as a rep and enjoyed the job a lot. Travelled to Indonesia, PNG, West Papua and other locations and had a ball so this was a good job choice leading me to stay with them almost 10 years. As I was lower in the food chain at Metso I had the time to concentrate on other interests like investing which paid off. We sold our house and bought a new place in Norman Park, it being a better area for capital gain.

By now I was half decent at house renovations and we improved the new place saving heaps by doing it ourselves and also by some lateral thinking on the garage and veranda which saved \$60K - a lot at the time. It was also time to start planning for retirement and as Judith had always wanted to live by the beach we looked around and came across the place in Fingal Head where we live to this day. We got the house right on the beach at a good price due to the local Aboriginal community winning a land rights case against a big and ugly resort development. Very helpful, as people who had sold their houses to the developer were able to buy them back at a cheaper price! Not us but we still got in at the right time.

Initially we leased this house as we were still in Brisbane working. Later we used it for holidays and got to know the community which led to the decision to knock it down and build to our own plan. The design elements were worked out room by room and the house gradually took place on paper. We even considered sun and moon positions when setting it out! Off to the architect for refinement and a structural assessment from an engineer and we were ready. It was 2007 and I decided to do a self build so took leave from work and never went back. Norman Park was sold quickly in 2008 and we moved in to Fingal Head at lock up all within 6 months and right on budget. That was really something.

To be continued

WHAT DID YOU DO DURING COVID 19 SHUTDOWN?

Well, what did I do? After hanging around the house feeling bored for a few months I decided that I needed a project to keep myself occupied. It seemed like there was nothing else on the TR I could modify, change or update but there was!!!! During cold weather, below about 10C, the engine would find it hard to get above around 70C. My preferred running temp is around 80C. Why would the coolant not come up to my set temp you may ask? Good question. I have a crossflow Volvo 740 radiator which has a much greater cooling capacity than the original TR unit and also run a Davies Craig water pump. With the electric water pump, you remove the original thermostat and the water pump controller, controls the engine temp.

In a standard TR when it is cold, the thermostat simply closes off the coolant flow except for a small flow through the bypass. This small flow prevents hot spots developing in the cylinder head and keeps the temperature gauge sensor and thermostat exposed to the actual coolant temp. As the coolant temp increases, the thermostat opens further to allow more coolant to the radiator. With the electric controller, you remove the thermostat and the controller pulses the water pump. When the engine is cold, the pulses are short and this provides the low flow that the bypass provides in the standard system. As the engine warms up the pulses get longer. This is how it controls the temp.

You can be sitting at the traffic lights in 100C temperature with the engine idling and in a standard system you have minimum coolant flow when you want maximum flow. With the electric system you can, depending on coolant temp, be getting maximum flow. Conversely, motoring down the highway in cold weather with a standard system, the pump is providing a high flow but the thermostat is reducing it to control the temp. With the electric pump, it simply reduces the pulse length and hence the flow. That's the theory anyway.

So why an electric pump and controller? Mainly because it can provide maximum coolant flow regardless of engine RPM. Also, if you remove the water pump, it removes a great lump of cast iron and the water pump drive mechanism thus removing the need for the engine to provide power to drive it. The controller also enables you to set the temperature the engine runs at. Of course, there is no such thing as a free lunch. My cold running is one of the costs. In cold weather, the flow provided with the electric pump combined with the Volvo radiator will not let the temp get above about 65-70C. The radiator capacity is just too great. As a result of some online investigation, I find that I am not alone with this problem so it is not unique to my installation. It was suggested that I simply reinstall the thermostat but I rejected that option. IF the thermostat was reinstalled there would be two control systems in the same media fighting each other to control the temperature. I chose to add a control to the other medium, the air flow. Also, refitting the thermostat would only take a half an hour or so. I wanted a project, remember it is the journey that important.

Radiator shutters have been around since the beginning of the internal combustion engine. They were commonplace in the 20's and stayed around in the commercial world for a long time.

Radiator blinds were also used. As you can imagine, in very cold conditions they would be needed. As thermostats and cooling systems became more sophisticated, shutters fell out of fashion. Radiator shutters are making a comeback. My 2018 Volvo for instance has them as does vehicles powered by Fords EcoBoost engine like the Focus and Mustang. Emission laws in some jurisdictions require the engine to meet emission standards within a certain time after starting, necessitating the engine to come up to temperature within a certain time. Apart from helping control the engine temp, they can also lower the cars CD factor. The CD factor is basically the wind resistance. A car has less air resistance with the shutters closed than with air flowing through the radiator thus improving performance, fuel economy and emissions.

Lowering the CD factor was not a consideration for me but it could not hurt. The CD for a TR3 is about 4.4 or about the same as an old Jeep. Also, I was not thinking about a full set of shutters. I only wanted to reduce the radiator's performance so that the water pump controller always had to work at keeping the temperature down to the required setting but still maintain the full system capacity.

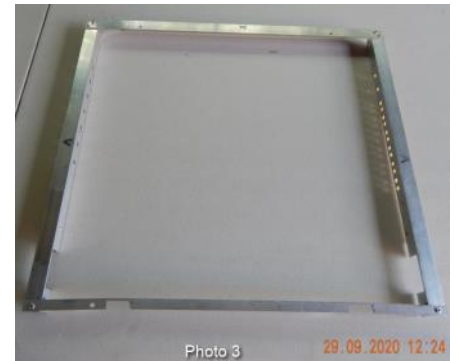
Building Radiator Shutters for a TR3A

Unusually for me, I spent a little time thinking about what was the best way to go. Full shutters or part, horizontal or vertical, two piece or one, electric or vacuum actuated, how to mount it, what to make it out of, etc. First decision was that the default position would be that the shutters would be open, ie. The system would have to be actuated to close them. This would result that in any

system failure; the shutters would be left open as a safety consideration. I estimated that a reduction to radiator performance of about 25% would be a good start. I made the decision not to use any iron/steel components as they would all be exposed to the weather and as it would be behind the grill, next to the radiator, it will not be easy to service. It is made entirely from aluminium, stainless steel, brass, and plastic. I decided to run the slats horizontally across the radiator in one piece and mount the mechanism on the left (pax) side of the radiator. Next came the decision on how to activate the shutters, after much thought I settled on engine manifold vacuum and controlled by the engine ECU, remember my TR has EFI. The vacuum actuator would be activated by a solenoid which in turn is controlled by the ECU. To allow the ECU to read the ambient temperature required a temp sensor to be appropriately fitted. The system would be mounted on the radiator rather than the car body. This would eliminate any stresses caused by any movement between the body parts and the radiator.



First, I had to find a suitable slat and that big green hardware store provided the answer. They sell an aluminium strip that is 14.75mm x 1mm x 1mtr and curved called a Crescent Mold. Each strip provided two shutters. (Photo 1) While there, I purchased some aluminium angle to fabricated a frame that fitted across the front of the radiator without covering any of it. Next, I needed to decide where and how many slats I would use. The number was easy, six and where, was about three inches down from the top. To provide a good bearing surface for the slat pivots, I riveted a strip of ABS (same plastic used in Lego) along the two vertical sides of the frame. These strips came from the edges of home flooring sheets that are used to ensure a good fit when laying floors. I then fabricated a small jig to drill the slat pivot holes. (Photo 2,3)



I had purchased a one-meter length of 6mm Acetal rod to manufacture the pivot pins from. This rod is good to machine but comes with a $-0/+0.9\text{mm}$ tolerance and I found the most suitable drill size for my rod to be a No 10 to drill these holes. Lucky I still had one from my air force days some 48 years ago.



After some thought I elected to attach the slats to the pivot pins with two 3mm socket headed screws at each end and lock them with nylock nuts. To ensure the two holes in the slats lined up with the holes in the pivot pins, I used the same jig I used to drill the slats. I cut six short pins for the right side and 6 longer ones for the left side. Longer ones being required to attach the drive arms. I machined flats on all the pins and drilled and tapped 3mm threads in them. (Photo 1, 4) I attached the short pins to the slats and then fitted them to the frame. The longer pins were then inserted in the frame

and attached them to the slats. Now I have a frame with the six slats (shutters) assembled for a test fit. All fitted well and I attached 4 (2 top and bottom) captive nuts to the radiator frame to mount the assembly.



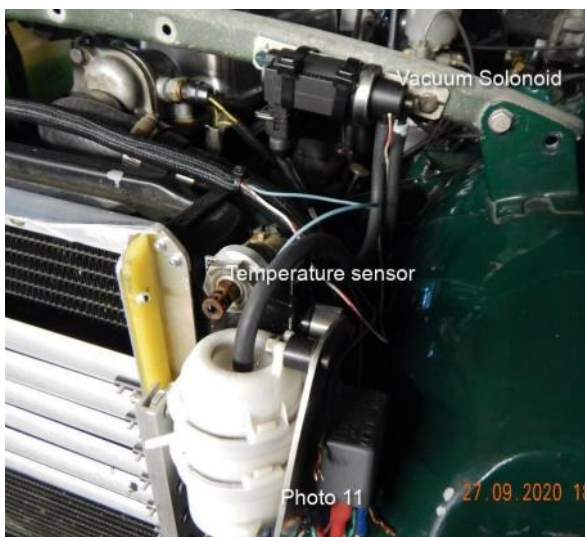
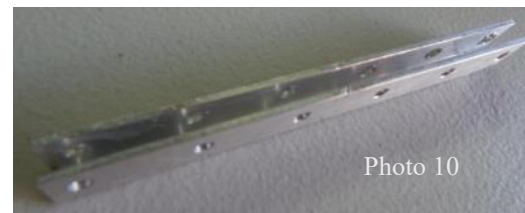
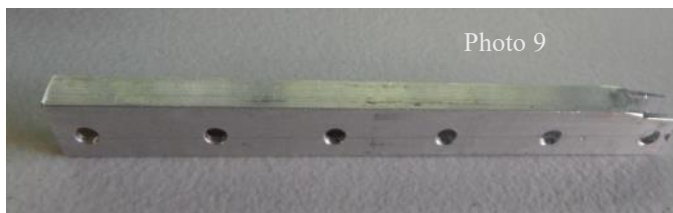
Finding a suitable vacuum actuator meant a visit to my parts bin, Pick and Pay Spares in Blacktown. An actuator from a early 2000 Commodore heater assembly looked good and was removed and purchased, \$10.00. (Photo 5) To this I attached an old throttle linkage I had in my home parts bin.

A vacuum turbo boost control valve for a Nissan Navara was purchased from eBay. This valve was chosen because it vented the actuator when closed. A simple on/off valve would require another solenoid and relay to vent the actuator when the shutters were deactivated. Also, it only cost \$40.00 new. A Holden manifold air temperature sensor out of my bits and pieces bin is use as an ambient air temperature sensor. I did think of utilizing the existing MAT sensor as I have installed a cold air intake but my thinking was that I needed to remove any heat soak so a sensor in front of the radiator would be best.

The next step was to determine where the actuator would be mounted and how it is used to drive the shutters. On my car with a Volvo crossflow radiator, I have installed a length of 25 x 25mm angle aluminium on either side that is attached to the inner guards on one face and the other face acts as a baffle between the inner guards and radiator. I elected to mount both the actuator and temperature sensor on this up near the top. The actuating rod would point down and connect to the bottom shutter. (Photo 6) All 6 shutters would be interconnected by a common driver.



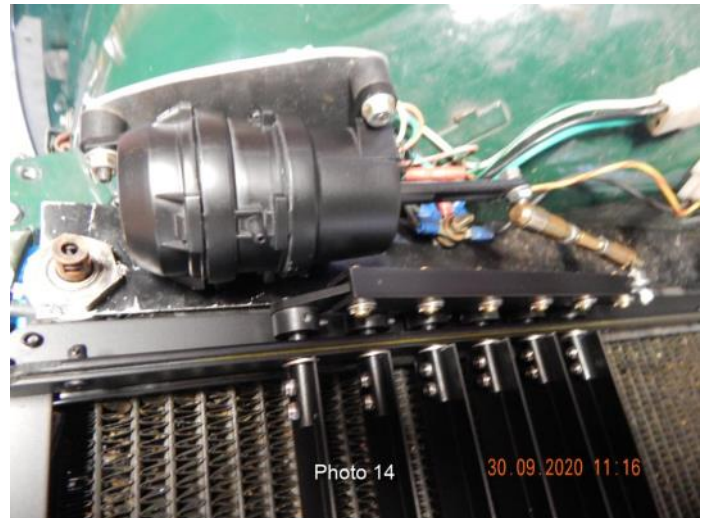
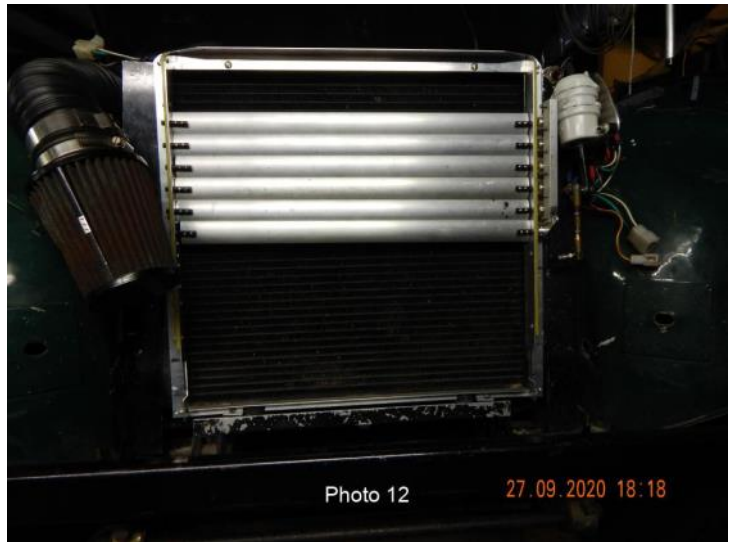
A set of levers were fabricated as were a set of bosses. The bosses were attached to the levers using 2 x 3mm screws. A 3mm socket grub screws was installed so that the boss could be fixed in position on the pivot pin. (photo 6,7,8).



A short length of 25 x 10mm rectangular tube was used to make the interconnecting rod. 6mm was machined from one of the 10mm sides. This gave me a length of U section. (Photo 9,10) For the pins required to connect the arms to the interconnecting rod, I machined six brass pins. To retain them, a groove was machined at each end to take a small SS (stainless steel) C clip. A SS washer is used to separate the C clip from the interconnecting rod. When assembling, a 1.2mm thick nylon washer was fitted either side of the arms and the rod to separate the arms from the interconnecting rod. The actuator was

attached to the angle aluminium utilizing a bracket and spacers. A hole was drilled into the angle and the temp sensor fitted. (Photo 11)

The solenoid was strapped to a flat piece of aluminium and bolted to the cross brace that attaches the front apron. the complete assembly was test fitted and tested before removal, painting and final fitting.



A vacuum line was connected to the solenoid and from the solenoid to the actuator. Both the solenoid and the sensor were wired to the ECU. All wiring was laid into the main loom to ensure no loose wires floating around. The ECU was programmed to activate the system and the system tested with the engine running. It all worked as expected. The front apron was refitted with the help of Bob Slender.

My first test run would be the next Pie in the Sky run the following week. The run took place in 23C so not a good test but it's all I had. I set the ECU to turn the shutters on (closed) below 25C ambient and below coolant temperature of 85C with a 5C droop. 85C is just below my fan on setting. This should have meant the shutters would stay closed until the engine coolant went above 85C as the ambient temp was below 25C. I logged the ECU for the trip so that I could review the performance.

The engine ran at between 75C and 76C for the whole trip except on two occasions. These were when climbing the two large hills on the freeway at 110KPH. The engine temp rose to 85C then dropped back to 76C. Great...this meant that the system was performing as designed. Unfortunately, cold weather temp testing will have to wait. After testing, I will be able to fine tune the settings so that they will only need to stay close in cold weather and not need to cycle on hills. For now, I have set the activation points to; ambient below 12C and engine coolant below 85C. This is about where I expect it will end up after the fine tuning. I know that this article is a little long and no one else is likely to undertake this project but I just thought you may be interested and need something to read in these trying times.

Brian Richards

PROJECT DORIS

PART 3 Doris was proving to be a very difficult girl, the body work & chassis required a lot more work than previously thought. Sand blasting had exposed her numerous hidden faults & while all this was fixable it was costing time & money. We could have skimped on some of the work & saved money as there were a lot of bits we could have gone “ok let’s just leave it no one is going to see that bit” but our goal was to have Doris better then when she left the factory floor. As such every panel that was suspect or didn’t look good was either repaired or a new piece fabricated by Darryl of Classic Car Restorations, back to “better then when new”.

While Darryl was busy fabricating, panel beating & generally pulling his hair out in frustration Terry Goodall was busy getting about putting all those nice new pieces on the chassis together. All the necessary bits had now been acquired & delivered up to Terry’s place in Moruya. Decisions had to be made like what to do with the fuel tank, the original tank had some 60-70 years of built up gunk in the bottom & did not look the best, while fabricating a new tank was expensive it did look better & far outweighed the cost of cleaning & restoring the tank.

The carburettors were another interesting piece of restoration, looking like they had been on the car for ever & a day they need attention, they were taken to a place called Midels. I can only say the work on the carburettors was pure mechanical art. Polished up, every screw, nut & bolt cleaned &/or replaced & overhauled, they looked like they had just come from the factory all shiny & new. They just looked fabulous.

Instruments were another item that needed attention as they all looked a bit faded & old. For this we were referred to a gentleman called Paul Hope of Norwest instruments. A visit to his workshop situated at the back of his house is a walk back in time with all the necessary gear to restore speedos, Tachos oil gauges & the like. Paul is a true tradesman from the old school, but I do wonder when these guys all retire or pass on who will do this type of work as these skills & knowledge are not being passed on.

While we were falling a bit behind in getting this project completed nature was about to push us back even further. Christmas was approaching & it appeared that we would be behind by at least a month or two with minor issues related to the restoration. All the mechanical work was being done by Terry Goodall who lived in Moruya on the south coast. Terry’s property was right in the middle of some bush land. It was January & bush fires were dominating the news when we received a phone call from Terry. Fires were approaching his property, he had evacuated all he could but the cars including project Doris would have to remain behind in the shed. Everything that could be done to remove all flammable material from in & around the car had been done.

We toyed with the idea of rushing down to Moruya to pick the car up & take her out of harm’s way but by this time all roads into the south coast had been closed, there was no way in & no way out. We were in the hands of the gods. The bush fires did get very close to Terry’s property, Terry & his son decided to stay & fight the flames, as it turned out, in Terry’s words, they could see the flames approaching his property but right at the last moment the wind direction changed pushing the fires in the opposite direction, those fires went on to destroy Cobargo but Terry’s property had survived the disaster. Doris, or to be more precise, Doris’s undercarriage, had survived, but the project had now been pushed backed even further. Once the danger had passed & February 2020 approached work on Doris mechanicals once again commenced. By this time most of the work on the body had been completed but Darryl could not progress any further until he had the chassis to start assembling the body bits onto the chassis.

Finally that call was received from Terry, your car is ready to pick up, please come & get it. I think Terry had grown to love & hate the car given the problems we had over the year. Excited & full of anticipation we drove down & for the first time we fired her up & heard the engine run. The bare chassis with all the mechanicals attached, all shiny & new she looked & sounded a treat. She was taken back to Sydney to start the job of assembly & while this all sounded simple enough there was still a lot of work to be done & issues to be sorted.

PART 4 The job of putting Doris together was a bit more difficult than anticipated, while we were not after perfection we were after an almost perfect car. To that end panel gaps had to be as close to perfect as possible, this meant panels had to fitted up, then removed, then fitted up again, then removed, then fitted up again and so on & so on until the panel gaps were perfect. In some cases, panels were removed & refitted up to 6 times to get it right, long & tedious work.

Not everything went back the way it came off. When the body was reassembled onto the chassis the front appeared to be sitting a lot higher than the back. After much head scratching the issues was the way the front was attached to the chassis. Then there were all the little bits & pieces that had been

added on to the car over the years by the previous owner.

As there were only ever some 270 Swallows produced it's not always easy to determine what is original on the car or what is not. To that end the McEwan brothers were a wealth of knowledge on Doretti's & many phone calls were made to the brothers to determine what is or isn't original on the car. The aim was to make the car as original as possible. Simple things like radiator ducting, there were pieces that just didn't seem to belong or were added on to the car somewhere along the way, these were discarded, additional handles on the boot lid that were also something that the previous owner had added on, these were also removed.

Another issue that we encountered were tyres & rims, we had decided to go with chrome spokes over the original steel rims & had in the early stages purchased a set of 5.5 inch chromes to go on the car. Once assembled we wanted to make sure these fitted into the tyre wells properly & did not look out of place. The TR4 diff with a wider track that had been fitted to the car created a problem in that the tyres rims protruded too far past the guards. We did not want to flare the guards to accommodate the wider track as this would have made the car look more hot rod & odd in appearance. By chance I had an old set of 4.5 inch spokes with rubber sitting in the garage, we tried these on the car & these fitted & looked a lot better than the 5.5 inch rims. After much deliberation it was decided to ditch the 5.5 inch rims & go for a set of chrome 4.5 inch spokes instead.

While all this was happening, panels were being assembled onto the chassis, bit by bit Doris was starting to look like a car again. Darryl happened to be doing a professional photo shoot on another car, when done they decided to roll out Doris in all her bare metal glory & photograph her. I have to say she looked terrific & I was almost convinced to leave her looking just that way, but common sense prevailed.

Then came the photos of Doris, fully assembled minus the interior, first in her undercoat then wearing her final colours of Chamonix white. To say she looked great was an understatement with just a hint



of what the final look would be as the dash with the burgundy covering was now installed, the colour match was perfect for the car.

It is amazing though how little things slip through the cracks with these restorations, once the car was painted Darryl was discussing what type of windscreen washer bottle we should fit to the car as there was no washer parts listed for the car. In looking at the washer nozzles on the car we realised it was not an original item & that they had been retro fitted to the car at some point through the cars life, all of us missed that little bit. More head scratching & debating. Do we leave the washer nozzles in place or do we be true to the cars originality & remove them but then we would have to repair the holes & repaint that whole section. Once again common

sense & budget prevailed, the decision to leave the windscreen washers in place was made, not completely original but it's something I can live with.

An almost complete car but not quite there yet. What should have been a quick trip to the upholsterer to finish the restoration has now dragged on for a few months delayed by the chrome work. All of the bits were sent off to be stripped back & re chromed, supposedly a 4 week job. This has dragged on for over 2 months as we encountered issues with the grille. Once chromed it would not sit properly on the car. Numerous visits back & forth by the chrome guy to try & sort out the problem has still not yielded a result....frustration, so close but yet so far.

So what. now you say, Doris sits in Sydney waiting patiently to have her new chrome bits fitted to her, once done she will be taken to the upholsterer to have her new leather interior fitted & then off for registration & her first drive. Right now, she might have to wait until 2021 for her first drive into the Goulburn countryside.



PART 5..... TO FOLLOW

Glen Coutinho

(PORT) FAIRY PRINCESS

TR Register Australia. Great bunch of people. We have been members of the Register for over 25 years and during that time we have been amazed at how welcoming and accommodating this group of people are. When we bought, the "Princess" although driveable she was in a sorry state. Parked in the main street of Cobram one weekend a business card was slipped under the wipers. It was from Ian Cuss introducing himself and asking us to come around one day. Which we did and he encouraged us to join the Register.

We started the restoration process on the "Princess" shortly after, with Lesley being the technical advisor having bought all the Piggot books and I was to provide the brawn. I had never restored a car before and was prepared to give it a go. Suddenly, out of nowhere Ray Mullins, Doug Briody and Ian Cuss were assisting. Just turned up (never met these blokes before) and started to give me a hand, make suggestions, give advice, etc. Ray even manufactured an accelerator pedal to suit a right-hand drive car. They just did it, and we formed a lasting friendship. And of course, the warranty for assisted work is a lifetime guarantee. Some 10 years later on a trip to Queensland, the wipers stopped working, so popped into Doug Briody's place for him to rectify, he was in charge of electricals at the time. How's That! By the way at the same time Ian got his Overdrive looked at and the girls had a much needed wee stop and a coffee.

When the "Princess" was completed its first TT was to Tasmania and to this day it is still a highlight of all our trips. By going to this first TT we have made lasting friends and have always enjoyed their company. Our little "Princess" has been to every state and territory in Australia and even with broken rings she got us to Perth and back.

WELL, I have bought another TR and as usual the purchase was a little complicated due to the dreaded Corvid virus. The car was in Queensland and due to the boarder restrictions, it posed a problem as to how to get the car to Port Fairy, plus the vendor is battling cancer and did not want anyone from Victoria to come and collect the car, not that we could anyway.

I looked up the Members Directory and found a member not too far from the vendors residence. I asked whether he would be willing to help me move the car, (This was before the lockdown), and he said no problems. With the Victorian situation worsening because of the virus, the prospect of me collecting the car was looking grim. Well, I contacted Greg & Judy Parker again, we had met them on a number of Concours' and a couple of TT's and got on well. I phoned Greg to ask whether he would be willing to load a container and liaise with the vendor, I would arrange transport by remote control here in Victoria. He was happy to help, although I personally felt I was asking a lot of him, especially as he still runs his own business.

The car or more precisely the parts are now in a container ready to be shipped to Port Fairy by train. If it wasn't for the help of the Parkers (including their son) the car would still be in Queensland. The point of my story is that the members are a great bunch, and willing to help if at all possible, and as in my case have assisted above and beyond the call of friendship.



As members if you haven't been to a Concours, a TT or Weekend run you are missing out on the best time of your life. The cars get a run, there is always good company, too much food which leads to too much booze and lifelong friends.

To Greg and Judy and son, thanks so much, and as Greg has mentioned on numerous occasions, I will be his slave when we next meet and all subsequent get togethers. I am prepared to grovel, be your attentive servant and your every wish will be attended to.

Tony Xerri

No 112 Dec 2020/ Jan 2021

WIDE WING TR3A BETA

by Peter Cox late of Cox & Buckles.

I was given a front bulkhead and logbook around 1998 and decided I could build the TR of my dreams around it. Moss had the big fire in 1998 and I was given whatever I wanted out of the panels as long as I could reclaim the rest, which I did to the tune of over £1,000,000 for Moss. The insurance company paid out anyway so it was mostly "profit"

So, I had most of the inner panels and a genuine front bulkhead and I took the lot to a company in Devonshire, North Devon Metalcraft and they assembled a complete inner shell which I collected 2001 I think it was. I had the whole lot painted Apple green, including a set of special wide wings, which I had moulds for, taken from a genuine wide winged TR, of which there were just 2 built. I'd already had a chassis renovated and put all new suspension parts on it and built up a complete axle with Limited slipper, 3.45 ratio, because this was going to be a very light TR. As Triumph did, they used a TR4 chassis and just moved the floor-pan outriggers in 2" a side, so I copied that and mounted the body on the chassis and put it all together, which took a few months. It as spot on. Work was then halted due to some private problems.

10-12 years later I started up again and dug out the alloy race car, my Road TR4, on which the paint had deteriorated and the project , so, which to start first. The Road TR4 won and it took a few years to get it stripped and painted and , as you know, Tom and I went to the south of Spain in it last year. The project had been spotted and the "spotter " nagged me for months to sell it to him, and eventually I sold it for 10k and regretted it straight away. All it needed was an engine, gearbox and trim. The agreement was if he ever wanted to sell it, I got first refusal. I thought.

Anyway, 6 weeks ago this auction was announced and lot no 2 was "my project".

We bought quite a bit more for the business and I got my dream TR back. I'll forward a few pics So, what is the dream TR. If you google TR3 Beta, you'll see. You might not like it, but there are plenty of excellent TR2-3-3A's about so one less original is no loss and this is all built from new panels anyway, but every one is new! Darryl at Racetorations has helped me a lot , so its at his unit in the pics. You can see all the other stuff we bought.



I might write an extended version of this tale as its got a lot of intriguing twists, but you got it first We found a pretty rude assessment of the car published on the TR Forum, and I intend to humble the author asap For more detail, the wings are the only panels that are different as 2" is let into the wings above the center of the wheel line. If you see a standard TR2-3 side by side with a Beta, the difference is very obvious. The Betas used a standard TR4 chassis except that the 4 outriggers to the floorpans are moved inwards 2" each , the TR4 floorpan being that much wider, The sidelights are in the front wings rather than in the grille. There was never a drawing produced of the Beta as the wings were hand made and simply tacked together

All this requires some different bracketry to connect the body to the chassis, but its all what Triumph did to just 2 prototype samples. Of course, this is to make the track 4" wider, by using a TR4 rear axle and the chassis is as TR4 right at the front. These were fitted with TR4 steering racks, though mine uses the later one as its a later chassis, and these are quite a bit stronger

There were 2 Beta. The "red" one was delivered to Lucas and the "black" one went to Dunlop .My wings are patterns from the original black Beta. Both still exist, Revington TR having the Black Beta, but neither have been seen for more that 20 years. I will be visiting Revington soon to get some pics of the mods.

My car is therefore a personalised version and is not a direct copy, but it was never meant to be a bespoke copy. For some reason, since I sold it, a door and front wing have been removed so I cant

take a front-on pic till I get the car back here

The front was left loose so that I could install the engine. As the donor car and log book are TR2, as is the original number plate, I am fitting a TR2 Front apron, so that I can call it a TR2 Beta

We own the moulds to reproduce the wider wings, all taken from the



black Beta.

There are loads of original TR2-3A's around, mostly restored and very nice but I wanted something different, only made possible because I had a complete set of steel inner panels to assemble.

This type of auction will probably never happen again, so it was a unique chance

Arranged by Ian Simmons

ENGINE CONDITIONS



Some pics of the state of the engine... like the rest of the car, 40 years of no use means much work is required.

Inlet valve on #2 was open for 40 coastal years.

Three valve springs on the inlets... except #2, which had the same as the exhaust, and also had a different spark plug to the rest. Odd. The springs seem to have an awfully snug fit.



Should be getting paint on the body next week. Pal white.

Rowan Burns



SAPPHIRE COAST CHAPTER

Another active period for the Chapter with the usual coffee mornings highlighted by visits from Keith Manning in the immaculate TR2 and John Pike and Elizabeth Ozolins who travelled in something more modern.

Four local cars participated in the ACT Christmas Getaway which, once again, was a superbly planned and executed event. In total there were 8 Sidescreens generating lots of interest at every stop. The highlight was a 5 course dinner with selected wines at Tonic Restaurant in Millthorpe followed by the usual Secret Santa which is always a load of fun. The planned route on roads around Orange and Goulburn were well suited for spirited TR driving although the hot weather meant adequate fluid consumption was required at the end of each day to keep everyone hydrated.

Another highlight was the sight of the countryside looking lush and green, such a change from the drought last year and the fires earlier in the year. The upheaval this year has heightened appreciation of the simple things in life like spending time with family and friends and driving your TR. 2021 can only be better so don't waste any opportunities.

Best wishes for the festive season, make the most of every chance to drive your TR.



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

Bob Watters

CENTRAL VICTORIAN REPORT

With Victoria (at least country Victoria) coming out of hibernation the Central Victorian chapter had a coffee run on the 1st of October. We had two cars each from Ballarat and Bendigo and three (2TRs and a modern) from Macedon Ranges make their way to Maldon for coffee and pies or fish and chips in the park, along with a chance to get together and chat, all legal under rules at the time. What made it interesting was that both TRs from Macedon Ranges were green, the two from Ballarat were red, and the two from Bendigo were blue, all done without asking 'what car are you bringing', as the photos show.

We had a second run organised for October 25th but with gale force winds and rain forecast this was postponed to the next weekend. On the following Sunday five cars arrived at the Malmsbury Botanical Gardens on a beautiful sunny day for a picnic in the park. A good time was had by all present, including partners and pets. A few of us then headed up the old Calder Highway to Harcourt for coffee before heading home. Again we had members from Bendigo, Ballarat and Macedon Ranges. I'm sorry but with all the talking going on I forgot to take any photos. Hopefully this is the first couple of events we will be able to enjoy over the next year as we slowly come out of this pandemic.



Peter Standen

CANBERRA CAPERS

Hi Everyone.

We finally managed to get our postponed Xmas in July run to Millthorpe and Goulburn in over the 19th and 20th November.

We had 8 couples attend, all in their TR's. The weather was in the early 30's each day, so very hot in being in those cars for hours at a time. We had dinner at the Tonic Restaurant on the Thursday evening. Tonic is a "one hat" restaurant and the food was delicious. We had our traditional Secret Santa gift giving which is always worth a laugh or two.

From Millthorpe we travelled to Goulburn via Blayney, Trunk Creek, Tuena and Binda where we stopped for morning tea. The countryside was spectacular with lots of winding roads and many hills. My car was running like a chaff cutter through the hills and I was holding everyone else up. At Binda our team of expert mechanics identified that the issue was with one of the spark plugs which was not operating correctly and the points which were not opening up properly. Bob Watters had a spare spark plug and after replacing the old one and adjusting the points I was able to complete the journey. Looks like new plugs, leads, points and condenser before my next outing.

At Goulburn we stayed at the new Abbey Motel which was very comfortable and only one block from Goulburn's main street. We had intended to take a drive to see some of Goulburn's points of interest in the afternoon, but with the weather being so hot we decided not to get back into the cars. Some of us went for a walk into town and others just had a rest in their rooms. Most of us had dinner at the Workman's Club on the Friday night before leaving for home on the Saturday morning.

The run was a lot of fun and, as always, the company was great.

Coming events

Our next event is on Sunday 29th November for Xmas drinks at the Brohan's residence, commencing at 2.30pm.

I hope all members and their families have a safe and happy festive season and trust that the Covid situation improves such that we can still get our cars out and enjoy each other's company. Take care.

Peter McEwan
ACT Coordinator



TASMANIAN REPORT

This report comes from ISO land the consequence of being in Adelaide for a few days when a Covid 19 outbreak occurred and having to isolate at home for 14 days on my return. But 14 days without taking a car out the front gate is nothing to what our Victorian members have had to endure over the past months.

Classic car show at Triabunna - Sunday 18th October 2020

This was the sixth staging of this event formerly known as The From Britain to 'Bunna Car Show. The word Predominately has been added to the title after a few non-British vehicles started regularly turning up. The show is run by the Triabunna Village and The Rover Car Club of Australia, Tasmanian Register during the hours 9.30 am to 1.30 pm.

John and Pauline Kay plus Pepper in the TR3A and David Pearce in the Peerless were the starters. Neither of us had been before as it usually occurs when we are away for the National Meeting. We decided to make it a two day trip stopping at Swansea on the Saturday night. The 80 mile run to Swansea was a very wet one with the windscreen seal on the Peerless found wanting and the right side indicators missing in action, while the Kays were braving the elements without sidescreens. A long coffee break at Campbell Town gave some respite. Dinner that night was at the local Ex-Services Club with local fish being our choice.

Sunday was a whole new day and the sun was out for the 50 kms drive down the East Coast to Triabunna. The event is held in a paddock adjoined by some community facilities with local stall holders selling second hand goods and various arts and crafts etc.



The paddock was pretty soft underneath following the previous heavy rainfall and a few vehicles were making some not shallow ruts. One Mk.2 Jaguar spent some hours well and truly bogged with planks hanging out from the back wheels in an effort to free it. I would have thought that there was about 150 vehicles present with many British marques present and a variety of vehicle types. There was quite a big contingent of Jaguar and MG cars present and at the bottom of the paddock a group of ex Army 4 wheel drive vehicles. There were some other Triumphs present with the Triumph Owners. We also caught up with Martin Osborn as well but without his TR3A.

At 1.00pm there was a presentation of Peoples Choice Awards and also a Judges Choice Award sponsored by Shannons Insurance. At that time we were down near the wharf having a feed of fish and chips, so I got a surprise when I got back to the paddock to find the Peerless had been awarded the very handsome Judges Choice Award. By 2.00pm we were back on the road and enjoying the dry run back to Launceston; for me a round trip of 224 miles.

Our cars

Hugh Maslin's TR2 restoration continues at a slower pace. The car is back at Bicheno, all the mechanicals apart from the steering are in place and the body has been fitted back on and gapped. Now waiting on the paint job, on the outer panels. Once that is done Hugh will be onto the wiring and trim and then inspection and re-registration.

On my return from Triabunna in the Peerless I decided to have a look at the right side indicators problem with no resolution. I then decided to check the engine oil level for no particular reason as it was full before I left. Well I pulled the dipstick out and lo and behold there was no oil on the stick. So I put my head under the car and found a well lubricated chassis. It seemed that the oil had leaked out around the bolt head at the end of the canister. I believe that it happened fairly late in the return trip as the oil pressure gauge was showing a bit over 50psi and the new radiator was working very effectively. I have fitted a spin on filter adaptor but am yet to resolve the leakage between the filter housing and the adaptor.

Lance Hadaway at Dover has recently been in touch and reported that his TR3A is getting a regular

run and had been given a tune up the day before.

In the last issue of Sidescreen I mentioned about some of our TRs participating in a parade for the Longford Jazz Festival. Afterwards in the local community newspaper there was a couple of stories with references to “ a line of distinguished sports cars “ and “ followed by colourful veteran cars “. As others see our cars. Like it!

Coming Events

Sunday 6th December 2020 10.00am to 2.30pm

Shannons Classic Car Charity Run (In support of the Salvation Army Christmas Appeal)

Campbell Town Oval

Sunday 21st February 2021

Deloraine Classic and Custom Car Show

Emu Bay Road and Riverbank

Entries from 8.00 am \$5 per show car Public from 10.00am \$10 admission

Best wishes to all for the Festive Season and Safe Tring.

David Pearce

Tasmania Co-ordinator



QUEENSLAND

First Sunday of the Month Run from the Gold coast (November 1)

Good turn out of Triumphs TSOAQ & TR Register Members then short drive for Coffee then the Magical Mystery touring drive to Tambourine for a picnic in the park. Tambourine Mountain is a Jewel in the Mountains West of the Gold Coast. Great day after big storms in south east Queensland on the Saturday. Just hope everyone is ok

Good to see Rob & Judy out in the TR

Everyone is enjoying the drives and picnic in the parks : it's going to be hard to go back to having on lunch at a restaurant. It's so easy to have a chat and right the world, not forgetting the Triumphs. It always amazes me that some one comes up with some thing that has happened to their Triumph or their other car. Show & Tell and a chat is a good way to learn about the Triumphs.

Never too far in a Triumph

Paul Bingham



