

SIDESCREEN

**JOURNAL
OF THE
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FRONT COVER PHOTO : I have been a member for a long time, but you don't hear much from me.

In Oct my son married his love of his life, he asked if he could use my car, what could I say.

When his dad (now deceased) and I were married in 1974, we had planned to use the Triumph as the going away car, but she failed to proceed.

I drove the Bride and two flower girls that were very excited to ride in this special car.

Shane drove off in it after they signed the certificates, he has driven it before. After seeing the wedding photo on the front of the last magazine I thought I would add this bit.

Regards Margaret Wicke-Fitzgerald

PRESIDENT'S MESSAGE

It looks like all states are back to holding events and getting back into Register fun. That is great. While we are out in the cars again one feature of the Covid lockdowns that might continue are the Victorian Zoom meetings that have been so successful. They might be considered as a regular activity, for all states if they can.

The Committee has had a break over Christmas with the first meeting of the year on Tuesday 9 February. You will have been receiving the Minutes of the meetings and will shortly receive the agenda for the next meeting.

As we have the past couple of meetings there will be a 30 minute opportunity between 7.00-7.30pm to join in on Zoom and have a chat and ask questions of the Committee. If your matter is complex or involves bigger issues we will need to take it away for consideration. I'm not one for shooting from the hip on matters of importance. Please join in with a beverage in hand.

I have just put together the 3rd batch of members details for those who have asked to have access to the TR Register UK members only online forums. So far over 70 of our members have availed themselves of free access to the UK website forums, 56 in this batch. The TR Register of America are keen to go down a similar path but their situation is quite different as they don't have the level of technical support available as does the UK. I need to work with their President on what is best for both club's members.

I am also in discussion with the Acting President of the TR Register NZ on what we can achieve between our respective clubs to benefit our members. This relationship is already quite close with NZ owners as full members of our Register. The Committee will work through where the relationship can be further developed.

While the very wide knowledge available from the large number of UK sidescreen owners is a wonderful benefit to any sidescreen owner, I think the real gains will be realised when we can travel again and join in with TR owners in other countries.

I believe we gained 10 or so new members in 2020. A very warm welcome to those new members. I have had the pleasure of meeting up with a few of the new Sydney members and am pleased that they mostly comprise a new generation of TR aficionados who are new to TR (and classic car) ownership. A few have been around to my place for a tune up or bit of advice which I greatly enjoy. I encourage anybody who knows of new members to please offer your time and experience to help them get the most from their 'new' TR.

Although the AGM is five months away please have a good think about what you can contribute to the Register. Please consider putting your hand up for the Committee or the various jobs that make the club run. State coordinators always need a hand so maybe volunteer to assist. If you have IT skills put your hand up to give the Web Manager a hand.

Talking about giving back to the Register, the Sidescreen editors are always happy to take articles for the magazine. It may not go in straight away but they can keep it for when the cupboard is bare. That's all from me. All the best and get the TRs out of the garage for people to enjoy them.

John McCormack
President TR Register Australia

"Sally McCormack along with Amy, John jnr. and partners would like to sincerely thank the TR Register for the thoughtful words and magnificent floral arrangement following the passing of John Hamlet McCormack. John's health had declined over the past years and although he was frustrated by physical limitations he greatly enjoyed being part of the Ballarat concours last October. Thank you for your condolences and memories of John included in the latest 'Sidescreen'. Also a big thanks to Johnno Johnson and Gary and Robyn Waite, who were able to attend the funeral. It was great to have Johnno's TR3A alongside Hammo's TR2 at the service. Kind regards & many thanks,

Moe McCormacks."

MEMBERSHIP REPORT

Hi Folks,

We are going to have to think twice about free membership for first year as we have had 6 new members since the last report, currently standing at 326 members, it is good to see the membership on the rise.

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

Six new members have joined :-

VIC – Ross McLeod from Porepunkah with ex Frank Findlow TR3a

NSW – Alex Bulyk from Kurrajong with a TR4

NSW – Kerrie Holliday joined as first Associate Member

VIC – Sally McCormack joined with John's cars

WA – Russ Benn from Bayswater with early TR2 (TS 222)

QLD – Andy McGill from Tinbeerwah with TR3A

I have just renewed my club rego and used my TR 16 times last year, COVID is to blame for most of this but I will resolve to use it for more mundane outings more often.

Tony



Ben Feller. Recent new member.

EDITORS REPORT

Well we have quite a bit of interesting articles despite the Christmas Break and Corona Virus restrictions. Thanks to all who have submitted or pointed out that they have nothing to submit.

In the meantime we are re-establishing record keeping with the public libraries so please refer to the following:

Regards, Terry (& Jenny).

Legal Deposit

We have been contacted by the National Library of Australia (Canberra) re receipt and collection of copies of Sidescreen. They do not hold any copies of Sidescreen but are happy to receive copies under Legal Deposit, which collects the nation's publishing output and ensures its longterm safekeeping. Present preference is for electronic copies, using National edeposit (NED).

Electronic publications will be accessible in Trove, a week after receipt. No need for any printed copies of Sidescreen, past or current. Electronic copies of Sidescreen will be despatched to the library shortly.

We have also been contacted by the NSW State Library re our obligation regarding Legal Deposit of Sidescreen at the library. It is unclear whether Sidescreen is substantial enough for Legal Deposit, but they are happy to receive copies for their collection. They currently hold Aug/Sept 1998 till March 2014 (No 72) and would be happy to receive missing issues so that future generations may access them for research, study or just plain interest. We will, in future, provide a copy of each new Sidescreen for their collection.

If any member has copies of any Sidescreen 73 – 112 they would be willing to donate to the NSW library, please get in touch with the Editor (Terry) who will co-ordinate collection of the items, not the library directly.

FROM THE SECRETARY/HISTORIAN

The email issues experienced recently have tested everyone's patience however a workaround fix is in place while the search for a new hosting company is undertaken. It is important to remember though to not use **REPLY ALL** when responding to emails, this creates unnecessary emails to everyone, just use **REPLY** which goes directly to the sender only.

The next committee meeting will be held on Tuesday 9th February, meetings commence 30 minutes earlier at 7.00 p.m. to allow for any member who wishes to ask a question or put forward an idea to the committee to do so. This Q & A session will only be available for 30 minutes. All committee meetings are held by Zoom and the details for joining the meeting will be made available to those wishing to join. Anyone who wishes to take part in this new initiative is asked to let the secretary know in advance of the meeting.

On the historical front a previously unknown TR2 has been discovered in Western Australia. It has never been recorded on the club database but somehow it is included in the TR2 Survivors List.

TS222 O has been languishing in a carport since 1975 and, considering the 45 years since, is in remarkable condition. The new owner, Russ Benn, has joined the Register and this 1953 car is the second oldest in the club.

Birth Certificates are available for \$40 by contacting the Historian, these are created from the original company production records and contain all the specifications and build date for each car.

Bob Watters
Secretary/Historian



1953 TR2 TS222 O



Bush to Beach

TR REGISTER NATIONAL CONCOURS Stanthorpe Queensland 2021 Information

Friday 27th to Sunday 29th August 2021.

Stanthorpe is situated in south east Queensland on the New England Highway near the New South Wales border and 223 kilometres from Brisbane via Warwick.
The area surrounding the town is known as the Granite Belt and is the apple growing and wine capital of Queensland.

Accommodation venues are,

The Apple & .Grape, 63 Maryland St, Stanthorpe QLD 4380, ph 07 4681 1288,
27 rooms from \$110.00 to \$140.00. Off street parking & free Wi-Fi.

The Vines Motel & Cottages, 2 Wallangarra Rd, Stanthorpe QLD 4380, ph 07 46813844
25 rooms from \$135.00 to \$170.00 including breakfast. Off street parking & free Wi-Fi.

Boulevard Motel, 76 Maryland St, Stanthorpe QLD 4380, ph 07 4389 7973
16 rooms from \$115.00 to \$140. Off street parking & free Wi-Fi.

Stannum Motor Lodge. 12 Wallangarra Rd, Stanthorpe QLD 4380, ph 07 74681 2000
12 rooms from \$115.00 to &140.00. Off street under cover parking & free Wi-Fi.

Agenda

Friday 27th August:

Registration will be from 3.00pm – 6.00pm at the Stanthorpe RSL.

Meet and Greet is also at the Stanthorpe RSL from 3pm to 6pm, cash bar.

Note: if people want to stay on and have Dinner most welcome at own cost.

Saturday 28th August:

Car Display and Concours Judging at Rotary Park, Leslie Parade.

All cars in place by 9.00am.

Display and Judging finish by 2.00pm.

Bus sightseeing tour of the local area for those who are getting restless or would like to see that the Granite belt has to offer.

Presentation at VARIAS (Queensland College of Wine Tourism) 6.00pm.

Bus from Motels to venue starting at 5.00pm and will return after the presentation evening has ended.

Sit Down 3 course Dinner, cash bar. Theme for the evening "COUNTRY"

Sunday Morning 29th August:

Club Meeting at the Stanthorpe RSL 9.00am to 10:30am.

Drive to the Granite Belt Brewery for a relaxing lunch, say farewell to those who will be not be joining the after tour.

After lunch, a casual drive back to motels to get ready for the Magical Mystery Tour tomorrow.
Through the Bush to the Beach



Bush to Beach After Tour Information

Monday 30th August to Thursday 2nd September 2021.

Accommodation venues for the after tour are,

Ballina Heritage Inn, 229 River Street, Ballina NSW 2478, ph 02 6686 0505.

20 rooms from \$140.00 to \$175.00. Off street parking & free Wi-Fi.

Richmond Motor Inn (partner to Ballina Heritage Inn), 227 River street Ballina NSW 2478, ph 02 6686 9100. 19 rooms from \$130.00 to \$165.00. Off street parking & free Wi-Fi.

Each attendee is required to make their own bookings and payment directly to the hotels.
To receive the above rates the attendee is to quote "TR Register Car Club".

Monday 30th August:

Join one of the two different drives through the Mountains or make your own way to Ballina for a 3 night stay.

Tuesday 31st August:

A Magical Mystery tour in the hinterland and coastal region. Or maybe you would like to explore the area on your own.

Wednesday 1st September:

If you thought yesterday's drive was superb, wait for today's drive.

Or you could have a relaxing day at the beach?

Farewell get together.

Thursday 2nd September:

Depart at your leisure, have a safe journey and we look forward to catching up at next year's Concours.



2022 CALENDAR

Here's an early reminder for the calendar for 2022, the early start is required to ensure the calendars are printed and available for collection at the Concours in Stanthorpe in August.

Calendars will only be available by pre-order and payment, costing will depend on how many are ordered but if 50 are ordered the price delivered by mail should be about \$24. Alternatively calendars can be picked up at the Concours in Stanthorpe.

Firm pricing and an order form will be in the next Sidescreen but start sending photos now.

The few basic rules are:

- Preferably by amateur photographers, professional photos are not excluded but they can only be used if permission is granted by the owner of the photo.

- Must be landscape format

- Minimum 1 megabyte or a quality print that can be scanned

- Featuring Sidescreen or Derivative cars and not people. What this means is that the car should be the feature of the photo not the people although photos with cars used as wedding cars etc are welcome. The aim is to showcase our cars being used so if there are any historic or period photos that you think might be suitable please send them.

- Good quality black and white photos that can be scanned to an acceptable standard are welcome. If in doubt give me a call or email, the details are below.

Entries close 30th June, photos selected will earn the member who submitted them a free calendar.

Photos to be emailed to bobtr3@gmail.com

or any questions to Bob Watters 0408 502 350



For Sale. £ 98500

Was / Is for sale UK.

Thanks John Murn.

Tr2 Macau racer - one off,
A very well known racer from the late 1970's, she has raced every British track extensively when built and owned by Henry Toombs (of Xanthos lotus 23 fame) - very successful- winner of Birkett six hour, 3rd behind Derek Bell at Brands 82/83, regular class winner and podium car right through until the mid nineties when German owned and raced extensively there by the main dealer of Opel Stuttgart.



I have restored, owned, raced, and loved this car for a number of years, she still races (very well!) in the Malta Classic annual Grand Prix, still exceptionally fast and the most beautiful car to look at.....much more original and thoroughbred than the one in the Macau museum as that is a mock up -

Formula 1 BR aluminium front brakes, works sump, LSD, watts linkage, big port angled head, Armstrong race shocks - all original race hardware, mainly aluminium body, very light at 680kg, way too much to list here - a total heart pumper!! at home in a bespoke private collection or MILLE Goodwood etc etc - possibly part exchange with interesting classic/race car

RETROSPECTIVE

An interview with Rob Bradford

Part 3

Cars

Rob, in Part 1 you told us about your early life in the UK and Kenya and migration to Australia and in Part 2 you ruminated on your marriage and working career. But we can't conclude without talking about cars! How and where do they fit in to your story?

I have to go back to my school days when I was 16 and attending Scarborough College in Yorkshire. During the school holidays I bought a 250cc Jawa single cylinder two stroke motorbike from a farm hand. It was not cool so I branched out and bought an AJS light weight frame and a 350cc Matchless engine to put together.....and that was cool! I got permission to take the pieces to school and with the help of the engineering master and fellow students we built it up. I already had my bike licence. It was good to ride and went like stink.



I was having fun but had no real engineering training to depend on. The end of term came and the engineering master said we ought to try the bike out on the school 440 yard running track. Incidentally he drove one of those funny Messerschmitt 3 wheel cars that had handlebar steering and seated two, one behind the other. Unfortunately we had several observers and the headmaster found out and wrote to my parents and suggested I should depart the college. It was a great school and I loved it so, all rather sad. The engineering master got a dressing down but remained on.

So, off to Chelsea, London to study at the AAA (Agricultural, Automobile and Aeronautical College). The hostel where I lived was full of overseas students as we were next to the Art College and the Engineering College was opposite. My course was all hands-on as it was a diploma not a degree. An example of this was the novel exam approach. You were given a lump of aluminium and told to create a box within a box within a box on a lathe and within a time frame. You failed if you couldn't work it out in the set time. I still had the infamous AJC/Matchless and often rode it back to East Yorkshire for a break which was 250 miles on rural roads and took all day. It developed a knock but despite my best efforts I never resolved the issue.

I laid up the bike and bought a 600cc Fiat Abarth Bambino car from another student. Mum financed it for 45 quid in order to get me off the bike. In the end I only did 2 and a half years of the 3 year diploma as I ran out of money and my parents had migrated to Australia. I sold both the bike and the car and got an assisted passage as a 10 Pound Pom and flew to Australia in order to join them.



I commenced working on the farm and on other local properties and bought a 1500cc VW notchback sedan. Great car. I put a roo bar on it as I was contracting doing farm machinery repairs in the country and often working at night. Trouble was around the corner. I moved back to Perth and lived with a rich friend. We got the bright idea of investing in the restoration in England of the barquentine Black Opal



which was going to sail in the 1970 Bicentenary. We then planned to sail it around the world selling opals - hence the name. I sold the VW to finance this mad enterprise. The company went bust, or we might have been conned, as the ship did eventually sail to Australia for the Bicentenary. This failed enterprise led to me seeking something permanent and secure and that's when I joined the valve company and my eventual marriage to Judith as detailed in Part 2 of the story.

After marriage and now settled in Brisbane I bought an MGA for Judith. It needed work but I fixed it up and she

drove it for several years before our baby daughter came along.

I preferred TRs as I liked Triumphs in the UK from the age of 13 when my uncle showed up in one. This was my TR trigger point. As luck would have it, a fellow at Judith's work had a TR3A partially restored for sale. Judith bought it for me for \$1500. It turned out to be undriveable, no brakes etc so I stored it under the house where it was to remain a long time. I might add that I already had my first MK 2 Jaguar which I bought from a painter for \$400. It was rough with flared guards and the like so I set to with the Dillon Torch which is like a TIG welder and reprofiled the guards and cut out the rusty bits such as door bottoms and door pillars. It ended up pretty smick actually, so all good in the end. I saw another Jag MK 2 for sale in Mackay and bought it sight unseen. It was an auto but came with a manual o/drive gearbox stored in the boot. The interior was a bit tatty but the mechanicals were great.



One day Judith announced the MGA was gone for \$8000. Using this windfall I went and invested in a 1974 model Triumph Stag with wind up windows, a back seat and a hardtop. Much safer and better for a small daughter to travel in. We got it for \$7500 and it proved to be reliable and useful for the next 5 years. It was a manual with o/drive. Eventually the Stag went up on blocks as we purchased Dad's Mazda 626 wagon as a family hack. In the meantime I sold the two Jags and we were left with a Stag on blocks and a TR3A in bits. No problem as I had a company car and Judith had a Volvo 240 for her merchandising work which was great as it was reliable and no one steals Volvos even when left unlocked with the keys clearly in the ignition! True story.

An important development was when I joined the TSOA and met John Buck around 1980. I later joined the TR Register but I wasn't active for years. In the mid 1990s John persuaded me to host a "Noggin and Natter" at our home in Norman Park. 40 people turned up! Time to do up the TR and another trigger point in my classic car life.

Now the fun began. I dismantled the TR completely and carefully marked all the bits. Discovered some very dodgy chassis repairs and decided a major restoration was in order. Got the book out and slowly learned what to do; chalk marks on the floor, plumb bobs, spirit levels - all the

traditional stuff. I had to make major cuts to the chassis to get it plumb and ended up just 1mm out! Luckily I have had a lot of welding practice. I next turned my attention to the motor. There were sledge hammer marks on the flywheel and the cylinder head had been shaved so much that the push rods were too long. Off to the Register for a full rebuild kit and, using the book, I stuck to all the tolerances and made no assumptions.

I reprofiled the cylinder head to TR4A specs and a return to 8:1 factory 3A compression because my concept was a reliable, comfortable and sprightly road car and that's what I got. There is an old saying: How do you eat an elephant? Answer: In small chunks. That's how I approached the rebuild. In the end the whole process is just a series of small pieces which together make a whole. People are put off thinking a job like this is beyond them but, in my experience, they often solve bigger and more complex problems in their everyday work.

After we moved to Fingal Head and I had finished the house I commenced the body. I now had the luxury of a proper workshop with a 4 car garage. I completed all the panel work, welded up the floor and painted it all myself. It was very satisfying. With the Toowoomba concourse coming up I worked hard to get ready and it was finished 2 days before everyone arrived. It was surprisingly reliable out of the box so we had a great time.



Later Judith found the TR seats gave her back ache. I modified some Honda NSX seats I had using the TR mounting centres and we have now covered 80,000km in comfort so it has had a good workout including 3x Targa Tasmania and 1x Targa in Cairns.

Amazingly the TR has had the same Qld number plates for 60 years. Judith and I live in NSW but in order to retain Qld registration it is registered in both names with my son who lives in Qld. For the last two years I have been restoring the Stag. All that is left is the engine installation and the electrics so a good opportunity awaits the next owner.

Concluding footnote: Rob was interviewed for this series by telephone over several days. It was a new experience for both of us and went remarkably well despite the distance and barely knowing one another beforehand. **Neil Tribe**

THAT LIGHT AT THE END OF THE TUNNEL

And what light is that?

Well just when you thought there was no more, I could do to the TR, here is the latest.

The headlights of the TR have not always been that great by today's standard. For most, this has not been a real problem as we do not tend to do a lot of night driving in the TR, especially country driving. It is no different for me but it still bugged me. Some five or so years ago I fitted new Wipac semi sealed headlights with H4 halogen bulbs. This was a big improvement over the sealed beam units I had fitted when I first put the car on the road in 2001 which were, in turn, better than the original semi-sealed units with big bulbs.

When I purchased my new car in 2017, I was really impressed with the LED lights. Must have them on the TR. Well, some time has passed and the last nine months have been really slow. I bit the bullet a week ago and ordered a set of LED H4 lights off eBay \$32.00. Fitting them was easy. They fit straight into the headlight and have a plug that replicates the halogen bulb that plugs into the original loom. The whole process took about forty-five minutes. Turned them on and wow.....bright white lights. Once it got dark, I took it out to test them. Great white light but hard to align and a lack of definition of the beam. Still good though.

This led to some research on the web to see what problems can be encountered when upgrading to LED. The good points are that they are nice and white, bright, easy to fit, and only draw half the current of the halogen bulbs. The down sides all relate to the differences in shape between the two bulbs and the reflector design. The incandescent bulb emits a light from one point in all directions. The LED emits light from two or four flat LEDs, each facing outwards. The reflector is designed to use a central light coming from all directions, not light coming from two or four defined sources. The results are that the beam is not focused correctly. Lenses designed for LEDs are quite different to ones designed for incandescent bulbs. With today's LED bulb technology, it is impossible to have one that fully suits the older reflectors designed for incandescent bulbs. This means that you will not get the full benefit of the new technology, not yet anyway. The results are worth it though compared to the standard halogen bulb.

Further testing will be required to see if the glare in low beam will affect oncoming traffic. Some night driving proved that the lack of focus did affect oncoming traffic and they lacked depth.

I am coming to the conclusion that the upgraded halogen bulbs that are available would be a better bet albeit they are much more expensive. This may be a \$28.00 experiment that failed but at least I know now. Some weeks down the track I have purchased a set of 150% halogen (Osram) bulbs and have road tested them with great results. Of all the lights tried by me I would rate them the best and were only \$65 on Ebay.

Brian Richards.

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, with that in mind, it's time to plan a social distance activity for **Drive Your Triumph Day, February 10, 2021.**

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, then take a photo, mainly of the car and the owner if possible. 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>

Rye Livingston

TOWNSVILLE TRANSMISSION

Hello everyone, Townsville chapter reporting in - membership one! Actually, there aren't any Sidescreen TRs in Townsville at the moment, my TR is still in Victoria and entering its fifth year of reconstruction. The closest thing we do have in Townsville to a Sidescreen TR is a superb Daimler SP250.

The 2021 season in North Queensland has opened really well with good rains and a prospering pastoral industry, furthermore construction of our International Motorsport Facility is well underway, underwritten by \$23 million in State and Federal funding and supported by no less than 10 motoring clubs in cash and kind. You can find out more about this fantastic facility by searching DRIVEIT on Facebook.

Since I last reported in about my TR (2019) things have gone from bad to worse, until recently that is. My engine builder (Bill) told me at the beginning of 2020 that he couldn't assemble the engine until the cam follower bores had been sleeved and he was struggling to find anyone to do it. To add salt to the wound he wasn't happy with the tractor liners which had been bored to 89mm by a local company so he went ahead and imported a new set of 89mm liners which turned out to be slightly oval! I now had three sets of liners to choose from. Anyway I was at a loss and along came COVID and further stagnation.

By May 2020 the outlook on COVID was looking up and I discovered that interstate travel was possible on compassionate grounds under Directive No ???. My father in Melbourne was ailing, so Sharyn and I bundled up the car and headed due south via the most direct route: Townsville, Torrens Creek, Barcaldine, Cunnamulla, Bourke, Griffith, Echuca, Woodend and finally Melbourne. It was an amazing drive. Ordinarily it isn't a busy route, but on this occasion, the roads were totally deserted except for the odd livestock B Double heading south.

We had a most enjoyable stopover in Echuca and it was then that I thought I should give Michael Heaton a call at the TR Workshop in Woodend, since we would be passing through. Perhaps he could take over the stalled rebuild of my TR (the chassis of which was stored in my father's garage). Not long after we arrived in Melbourne, Dad died aged 99. Then, Victoria shut down under its second wave of COVID. We had a small family-only funeral service (given the severe restrictions) and following that Michael Heaton was able to travel (on business) and collect the TR engine and all its bits and the car went to Keith Brown's for storage at Braeside.

We hunkered down in Melbourne hoping the second wave would pass, but by September 2020, with my father's estate more or less sorted, we were anxious to get home - but how! Travel by road was out of the question. In the end Queensland Premier Anastacia Palaszczuk made the decision for us - we had to fly direct to Townsville and go into hotel quarantine at the Grand Chancellor for two weeks. Arriving at Tullamarine airport for departure was eerie to say the least; there were no people. On the upside, checking in and security was a breeze. The car was trucked home and this is where I want to give a big thank you to the Porsche dealership in Townsville. They trucked it home for me at a heavily discounted rate and when the trucking company LOST THE KEYS and it sat in Melbourne for a few weeks Porsche gave me the latest model Q7 to run around in.

So now it's 2021. We drove to Sydney in early December, intending to spend Christmas with our daughter and baby grandson, but we found ourselves caught again by COVID, so as the borders were closing we made a dash home, via Stanthorpe this time, and hallelujah! The border post wasn't yet manned and we drove straight through - amazing. We reflected on when we would be back in Stanthorpe, maybe this year in the TR - I hope so.

Michael Heaton got the cam follower bores sleeved at "Up The Creek" in Castlemaine and the 89mm tractor liners and pistons were sorted at "Orger Engines." This was preferable because the block had been modified to take the tractor liners back in 1968. Further work has been done to the head to reduce shrouding around the inlet and flow work to the exhaust. So the head is now fully assembled, complete with roller rockers and ready to fit. Compression is to be kept to 10:1 which will require a thicker gasket and scalloping of the pistons. The camshaft and cam

followers have been matched by Clive Cams and the grind is a not too aggressive 45/76 76/45, lift 0.319.

Like everything there have been compromises and it's not meant to be a race engine but for me the crankshaft is its soul, so in recognition of that, we (Michael and I) decided to "not put any lead in the saddle bags" as Bob Katter would say here in the North. So in addition to a new head gasket we have a steel flywheel coming as well to complement the CRANKSHAFT. I'm thinking we could have a party in Woodend to celebrate the marriage of body and engine like they do in Dresden, Germany, at the Volkswagen "Phaeton" Factory.

Looking forward to the next national meeting, hopefully in Stanthorpe?

Tony and Sharyn



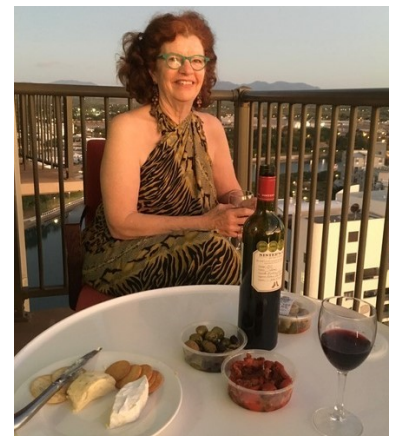
Roller rockers mounted on tuft-ridged shaft with custom bronze bushes (modified for critical oil flow) and solid spacers.



Reshaped chambers to remove shrouding of inlet valves and exhaust valve inserts blended into valve throats..



89mm forged pistons with high performance coating applied to skirts.



Sharyn in quarantine at Grand Chancellor , Townsville.

A FAN OF BELTS.

When I purchased a sad TR3A it had a very old fan belt which was replaced by a Dayco 20AO965 (part no T219) from the Register. It did not fit easily though the lack of a body, radiator and fan did help. This ran happily for a year or so till the generator needed an overhaul. The fan belt was removed quickly with the help of a Stanley knife. The replacement was an original Unipart belt bought from TR Spares. Now NOS parts can be excellent but rubber doesn't age well and it started to disintegrate.

I started to research the best belt. Amazing how the favoured belt can vary from 900 mm to 990mm in length and from 15mm wide to 20mm despite a common installation. There are also an amazing number of manufacturers. Gates, Bando, Cummins and so on. I was not about to do a Choice magazine and purchase them all and report.

I decided to install the alternative TR Register belt, Dayco 17AO965 (Part no T484) which was also 965mm length but 17mm so it should sit lower and be easier to install and it was. It happily looped over the pulleys. The only problem was that the generator ran out to near the end of the adjustment bracket. In most old cars this would not be a problem; just add a bit more to the bracket, but not in the case of a TR. It's all a tight fit. In any case it ran for about four years till I realised that I had run out of adjustment.

As I was about to head off on the Corona Tour I went back to the recommended Register belt; more reading up. It is generally regarded as a tight fit particularly with the common yellow fan. Recommendations were (1) turn steering wheel full left or right. (true). (2) Jack the engine up or slide it backwards or both. (?) (3) Remove the RH horn. (4) Sharpen broom handle; lever it under the belt at the water pump pulley and press the starter solenoid. Book self into casualty. (5) Remove generator and insert it inside belt; reinstall generator.

I struggled with it for about an hour and decided against installing it from the top. I dived underneath and fed it up. Looped belt over water pump and generator leaving it loose underneath where there's a lot more room. The belt came down the side of the bottom pulley, across underneath and up to about 5 on the clock. I then inserted a screwdriver under the belt into the pulley well and levered. That took it up to about 4 o'clock before the chassis got in the way. Backed the pulley off so the screwdriver was down on 6 o'clock and turned the pulley. It rode up until the belt crossover reached 3 o'clock and it fell into place. All done in under a minute. The point is you need to turn the pulley which will feed the belt.

Now that ultimately was easy but then again I was under a car on stands, lying on carpet in the garage not on the side of the road perhaps in the rain and dark. As a spare carry the Dayco 17AO065. It will fit easily and get you back on the road and replace it later.

Terry Hicks 9/2020.



POSSIBLE FRANCORCHAMPS TR IN AUSTRALIA

In a previous life I had my TR with me whilst working in Holland, and as such joined the TR Register Holland and took part in a few events. I recently received an email from one of the members I knew to assist in locating a TR2 Francorchamps that had been ordered and delivered to a member of the Sri Lankan Embassy in Belgium (where all were assembled). This car was re-located to Sri Lanka before being shipped to Australia.

I have been in contact with Viv Paine and he believes only 25 of these custom built cars were produced with a permanent hard top, wind up windows etc. Differences as below thanks to Viv

(1) They had longer and wider doors with wind up windows and door handles. The doors were also much higher than a standard TR2.

(2) Wider doors meant the steering wheel had to be moved inward, so a special dashboard was used that also moved the instrument panel across. Conversion to RHD would be challenging in that a special offset steering column and dashboard would have to be fabricated, unless the doors were converted back to standard - a very big job considering B Pillars were moved back 70mm.

(3) Another identifying factor was that Belgium assembled TR2s didn't use solenoid operated overdrives. The overdrive was operated by a second lever beside the gear stick which would seem odd to us.

(4) An open Francorchamps would be fitted with a very different soft top to any other TR here. Special hood sticks would have to be fabricated and a vinyl top made to suit the wind-up windows.

Obviously if such a car exists here, it would be of great interest and value, so if anyone has any information on this, I would be really pleased to hear from you.

Thanks.

Tony Knowlson

Email :- knowlson@optusnet.com.au



QUEENSLAND REPORT

Australia Day get together Queensland Style

Yes the Cricket Match 2021 of the year Girls against the Guys

Morning tea at the Bingham's hideaway in the mountains.

Rita's freshly made sausage rolls and scones

Then Magic Mystery Tour in the mountains to the Cricket pitch at Davenport Park Bonogin Road for the Cricket Match of the year then Picnic lunch yes what a great day we are so lucky in Australia.

Great time with our Cars, great food plus time to have a good old chat with friends

What more would you want

Not forgetting the Winners of the day yes the Girls did it again

I don't think they used Sandpaper but very good when in bat lots of runs

Never too far in a TR



Paul Bingham



SAPPHIRE COAST CHAPTER

A fairly quiet end to the year for the Chapter with the highlight being the Christmas lunch at the Bermagui Hotel with the obligatory photo stop at Cuttagee Beach on the way.

Due to the uncertainty surrounding the spread of the virus the event was strictly local this year but was still an enjoyable event.

Ian and Tracey Cuss visited Tathra for a welcome break in January but in the Toyota and caravan rather than one of the TRs from their collection.

Everyone is looking forward to a better year in 2021 with plenty of activities planned, the highlight will be a convoy to Stanthorpe in August for the Concours.

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

Bob Watters



NSW REPORT

By, now you all should have received the calendar of events proposed for the 2021 year. Already we have had changes due to Covid 19, but this is part of our landscape for the time being. The programme is jam packed with runs of all sorts including full week runs down to day runs, as well as the usual coffee & cake days.

We have targeted a few of these on weekends, so hopefully we can attract those who are still working.

We look forward to catching up this year, as the last put us behind. So, stay safe out there.

Cheers,

Andrew Ross

NSW State Coordinator

0412 274 635

NSW Event Team

The NSW Event Team have been busy preparing a full calendar of events for 2021, including the following.

Narooma Oyster Festival TT

Although all apartments for the **Narooma Oyster Festival TT** (Friday 30th April and Saturday 1st May) are now fully allocated, if you still would like to join us and can **source your own accommodation**, please do so. Just let Kerrie know that you will be attending. If so, it is also highly recommended that you book tickets to the Saturday Festival online, before they too sell out.

Xmas in July (and June) TT

We are now focussing on our **Xmas in July (and June) TT bookings**. It's a 5 day/ 4 night run. If you'd like to join the Xmas TT, please make your own bookings directly with the accommodation venues listed as soon as possible and then confirm your attendance in writing with me on email or sms.

Day 1: Tuesday 29th June.....Up the Putty Rd to Singleton. Overnight accommodation is at the **Benjamin Singleton Motel** Contact Craig 02 6572 2922 Quote: TR Register NSW /Booking Number 27787. The Mid City Motor Inn's allocated rooms previously advised are now fully booked.

Day 2: Wednesday 30th JuneMorning visit to **Singleton Military Museum**, then on to Quirindi to **Bob's Shed**, a nostalgic collectables museum including Bob's car collection and memorabilia; **Quirindi Historical Cottage** and **Who'd A Thought It Lookout** to Willow Tree. Overnight accommodation is at the historic **Willow Tree Inn**, 02 6747 7711, with a variety of luxury boutique accommodation, ranging from \$120 to \$170. Ask to speak to Katrina or Erin and Quote: TR Register NSW. **Xmas Dinner** \$75 pp, is a choice of 3 mains and desserts at **Graze, Willow Tree Inn**. Graze has been voted the Best Steak Venue and Best Country Restaurant by the Australian Hotel's Association NSW Awards for Excellence for a number of years.

Day 3: Thursday 1st July.....Visit the **Lavender Farm** nearby at Willow Tree, then travel to historic **Gulgong** on the way to a 2 night stay at **Mudgee, Comfort Inn Aden Mudgee**, 02 6372 1122 Booking under Holliday, King Room \$157.50 (4 rooms) and Standard Queen Room \$130 (6 rooms)

Day 4: Friday 2nd July..... free day, farewell dinner.

Day 5: Saturday 3rd July..... depart for home.

Day and other Runs

There are a number of upcoming day runs organised as well in February and March.

Drive your Triumph Day is in February, on Wednesday 10th to Kurrajong. Contact Kerrie Holliday. **GEAR racing at Wakefield Park**, starts at 9.30am also on Wednesday 10th February. You can make it an extended run as per the calendar. Contact Bob Slender.

Mt White day run, inspired by John Muddle, is on Sunday 14th March. Contact Andrew Ross.

Chris Olson's farm help visit is a 3 day/ 2 night run to Bathurst Friday 26th to Sunday 28th March.

Coffee Mornings

Pie in the Sky, Cowan 10am on the *first Wednesday* of the month. Contact Andrew Ross.

Common Ground, Picton 10am the *third Wednesday* of the month. Contact Jenny Hicks.

Blend Café, Tathra every *Wednesday* of the month. Contact Bob Watters.
TSOA coffee 10.30am the *last Wednesday* of the month at various locations.
Waterview café, Sydney Olympic Park on 24th February and
Eden Gardens, Macquarie Park on 31st March.
Contact Keith Higgins TSOA.

Kind regards,
Kerrie Holliday (On behalf of the NSW Event Team)

TASMANIAN REPORT

We have been enjoying a comfortable summer with not a lot of plus 30 degrees temperatures, all good for TR ing . With some of the usual day trippers or coffee seekers interstate or intrastate there hasn't been any collective activity to report on.

Socially Martin and Daphne Osborn hosted a Christmas BBQ on Sunday 13th December 2020 at Lower Snug mainly for Triumph Owners in the south of the state and attracted 17 people.

Our cars

Hugh Maslin's TR2 restoration continues. In mid January the TR2 returned home from the paint shop at Bicheno in its fresh white livery. All the running gear had been installed prior to the final coats so the remaining work includes fitting of rear fenders and spare wheel boot lid, installation of wiring loom and some ancillaries plus seats and trim. Clutch and brakes have been bled. All going well it may hit the road before summer is done.

The Peerless GT has been on the road again having resolved the problem of the leaking spin on oil filter adaptor with the replacement of the inner O ring and application of a bit more torque. Next item to sort is the right side indicators which have been inoperative since the Triabunna trip.



Hugh Maslin's TR2 about to leave the paint shop at Bicheno for the tow back to Launceston.

Jeff Mount's TR3A now has a new original type starter motor personally fitted by Bob Anderson on a recent visit to the state.

Coming events

The Deloraine Street Car Show scheduled for February will **not** be held this year.

Wednesday 10th February 2021 Drive your Triumph Day

David Pearce

TR BACK – BEFORE AND AFTER



I picked up my car from The Classic Factory in Sydney just prior to Christmas. I am really happy with the colour, which is the factory colour "Pearl White".

Darryl and his team have done *a lot* of work, and the car has really been transformed. The full engine rebuild is starting next month.

Aside from that, I am slowly getting through stripping and ordering bits and pieces, ready for reassembly into the car.

Rowan B