

SIDESCREEN

**JOURNAL
OF THE**

TR REGISTER AUSTRALIA

NO. 114

APRIL/MAY 2021



TR-REGISTER AUSTRALIA COMMITTEE 2020/21

TR Register Australia Inc ABN: 95675396315

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Vice President: **David Ferguson** (Jenny) 1 Deck Terrace Safety Beach 3936
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Peter Clarke (as below)

David Pearce (as below)

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LIFE MEMBERS OF THE TR REGISTER AUSTRALIA:

*Allan Bare, Graham Brohan, Rick Fletcher, Russell Holliday, Bruce Hoskins,
Tony Knowlson, Alan Mitchell, Mal Munro John Murn, David Pearce,
John Pike, Gavin Rea, Brian Richards, Bob Slender, Graeme White*

FRONT COVER PHOTO : A bright end to the dark year2020: Sara Eldib and Malcolm Glover's TR3a
gracing Lady Stonehaven's Lookout, Kinglake, VIC. (photo credit: Samia Eldib).

BACK COVER: Unusual Christmas Card (sent in by Russell Holliday)

PRESIDENT'S MESSAGE

It has been great to see each state getting back into driving and enjoying their cars and each other's company. There are some excellent events coming up and Sue and I will get to as many as we can. Obviously, the Stanthorpe Concours is most important to many members and I've been talking with Paul Bingham and the Queensland team who are doing a great job. Paul told me this week Stanthorpe preparations are proceeding apace; we are confident this year it will happen.

Over the past couple of months I have had the pleasure of helping a few prospective new owners get in touch with members who are considering selling their cars. These are enthusiastic buyers who are very aware of how practical our cars are for general use and touring. They are keen to get involved with Register life and club runs.

As we all know, our cars have excellent performance (some more excellent than others I know), are reliable (when maintained and with a spares bag in the boot), have good accommodation for people and luggage and great classic looks with flowing lines and low-cut doors.

I have noticed that TRs have followed most other classics with increasing prices being paid and sought. While this might be good for current owners, it does make it more difficult for especially younger aspiring owners to get into the fun that comes with owning a TR and being a member of our club. Everything is relative I suppose, the cost of getting into all motoring activities is increasing.

The Committee has been aware the past year has been pretty dismal from an events perspective. Lockdowns and crowd restrictions saw almost no activity and the postponement of our annual Concours. The Committee has had a think about this and as the club is financially secure the Committee decided to make this year's membership complimentary. Members will not have to pay a membership renewal fee for their next renewal. Those members who have paid multi years in advance will have another year's membership before they need to pay again.

The big event coming up very quickly that I want to focus on is the Annual General Meeting being held in June. The major issue at this meeting is a renewal of the Committee with some significant vacancies of key people.

Jenny and Terry, the Hicks team, have served the club as editors for a decade, producing magazine after magazine with content the entire membership looks forward to each issue. After such a long contribution to the Register they have advised the Committee the time has come to hand over the job, as rewarding a role as it may be.

On behalf of all TR Register members I want to thank Terry and Jenny for their outstanding contribution as editors. Lucky for the club it is only the editor role they are relinquishing; they will both continue to contribute in many other ways into the future.

Bruce Hoskins has been the New Parts Manager for as long as I can remember. Bruce has also told me that it is time he moved on so that he and Vicki can enjoy other things in life. Bruce has worked with Allan Bare and Ray Kasparian to manage the range and provision of new spares to members. He has also been available to answer all the members questions about their spares needs.

Bruce's contribution to our spares service has been most significant. On behalf of the membership thank you Bruce for everything you have done for us over an exceptionally long time.

The loss of Jenny and Terry as editors of our fine Sidescreen magazine and of Bruce Hoskins as New Spares Manager presents a difficult transition for the Register. We must fulfil both these roles if we are to provide the benefits members expect and deserve.

Our magazine and our new spares service are the envy of other classic car clubs. Our surveys last years showed that these are arguably the most important benefits that members want from the Register. Ideally the new incumbent would already have relevant skills but don't be afraid of taking

on what you might think is a great unknown. Terry, Jenny and Bruce will be able to provide the new incumbents with a good handover which will minimise that fear.

Maybe you can volunteer with someone else to spread the load between two people. This is a most acceptable option. If you really can't take on these roles, please look around you and think about those members who might. Ask them to consider volunteering.

These are both important Committee positions. Committee meetings are again being held every two months, starting in February each year. We use Zoom technology which is simple to use and allows anybody with an internet connection to participate. Between meetings we manage the workload by phone and email. Being on the Committee is very satisfying and encourages even closer friendships in the team.

If you have any questions on these positions or being on the Committee, please feel free to call me in the first instance.

The other role we did need a volunteer for is that of Web manager. Rick Fletcher has been doing this work for the members forever, most wouldn't be aware of the efforts that he has put in. Rick has been happy to stay in that role but, looking ahead, he saw a need for someone to work with him and then to eventually take over.

Just this week Ross McLeod from Victoria has contacted Rick to volunteer to work with him and in due course to take over our website and email system on behalf of the members. I rang Ross to thank him for the offer and to suggest that he might wish to also join the Committee which he has readily agreed to do. Ross has the IT skills to work on Rick's foundations and maybe implement some new innovations to benefit members.

On behalf of the membership, thank you Rick for your contribution over a very long period and we all look forward to your ongoing support into the future. Rick has been a particular support to me in my role for which I am personally grateful.

And thank you Ross for stepping up to the role and we all look forward to working together to continue to improve members experiences.

In due course members will nominate for the Committee and the respective jobs. I will nominate for President for a 3rd year. It has been a great privilege and I have enjoyed being able to contribute to the club I've been a member of for a long time. If it is the will of the membership I would be happy to continue in the role for another year.

That is enough from me. The AGM is particularly important and the filling of the volunteer roles critical to the club achieving its objectives. Please do what you can to help.

Warm regards
John McCormack
President - TR Register Australia
Mob: +61 413 312 134

BIRTH CERTIFICATES

If you need a birth certificate for your car, please contact our Secretary,
Bob Watters, Contact details in Sidescreen or on club website.

Declaration

The persons listed below declare that TR Register Australia Incorporation is not a reporting entity and that these special purpose financial statements should be prepared in accordance with the accounting policies described in Note 1 of the financial statements

At the meeting of members of the committee of the Association declared that:

1. The financial statements and notes, as set out on pages, 1 to 4, are in accordance with the Associations Act 2009 and:

(a) comply with Australian Accounting Standards as stated in Note 1; and

(b) give a true and fair view of the financial position as at 31st December, 2020 and of the performance for the year ended on that date and is in accordance with the accounting policy described in Note 1 of the financial statements.

2. In their opinion, there are reasonable grounds to believe that the Association will be able to pay its debts as and when they become due and payable.

This declaration is made in accordance with a resolution of the Committee of Members.

John McCormack

President

Signed: 

Dated: 13 MARCH 2021

Bob Watters

Secretary

Signed: 

13/3/21

FROM THE SECRETARY

There are several important inclusions with this issue of Sidescreen;

**a notice of meeting and agenda for the AGM on 8th June,
a nomination form for joining the committee as well as
the financial report for the year ended 31st December 2020.**

The notice of AGM and nomination form are self-explanatory but of note is the requirement for **any matters to be raised at the AGM to be with the secretary 28 days before the meeting i.e. 11th May.**

All positions are declared vacant at the AGM so there is an opportunity for any member to nominate for a position and experience the rewards of helping to run this successful club on behalf of all of the members.

The meeting will be held by Zoom Conferencing Software which allows all members to participate. A link to join the meeting will be emailed to members on Monday 7th June.

Bob Watters
Secretary

**NOTICE OF ANNUAL GENERAL MEETING
TR REGISTER AUSTRALIA INCORPORATED
INCORPORATION NO: Y1781510**

NOTICE is hereby given of the Annual General Meeting of the TR REGISTER AUSTRALIA INCORPORATED (ASSOCIATION) to be held at 7.30pm on 8th June, 2021 via Zoom Conferencing Software from members' homes.

The link to join the meeting will be sent to all members on Monday 7th June.

BUSINESS OF THE ANNUAL GENERAL MEETING

President's welcome

Confirmation of minutes

Confirmation of minutes of the 2020 AGM.

Financial Statements and Reports

To receive and consider the Financial Reports (Unaudited) of the Association and the report of the Committee for the year ended 31st December, 2020.

Election of Committee

Election of Committee

Any other business

To transact any other business which may be lawfully brought forward in accordance with the Constitution and the Associations Incorporation Act, 2009

By order of the Committee

**Bob Watters
Secretary**

Note

Members wishing to raise other issues for consideration at the AGM must submit details of such issues to the Secretary 28 days prior to the meeting i.e. 11th May.

TR REGISTER AUSTRALIA INC.
ABN: 95675396315
TREASURER'S REPORT
FOR THE YEAR ENDED 31ST DECEMBER, 2020.

It is my pleasure to present the Financial Accounts for the Year Ended 31st December, 2020.

The TR Register Australia Inc. has Reported a Surplus for the year of \$6345.92 and considering the difficult year with the pandemic the results are very pleasing.

Bank Balance to the 31st December are, Trading Account - \$40670.34, and Term Deposit - \$92074.81

There may be some items shown in the accounts that may raise some questions, so I have provided the following answers for transparency and keeping you, the members informed and are as follows,

- 1) Sales of parts has been well supported by the members with only a slight reduction to that reported in the 2019 year,
- 2) Parts purchases for the year were also lower contributing to the Gross Profit of \$15911, and represents a Gross Margin of 26.28%. Direct costs against Gross Profit were Merchant Fees \$1146 and Contract Fees of \$6015 showing a Net contribution to Profit of \$8750. This is a testament of the great work being done by Ray Kasparian and Allan Bare in maintaining the spare parts division,
- 3) Stock on Hand has increased slightly from \$52943 to \$60933,
- 4) Due to the pandemic the Stanthorpe Concours needed to be cancelled and that is why no income has been shown in the Accounts. However, payments made by members prior to cancellation were contacted and asked whether they wished to have the registration Fees refunded or left in Trust for the current year. Members that advised us to leave the amounts in trust has been reported as Accrued Income- of \$4655.
- 5) Any expenses paid up to cancellation has been shown as Prepayments of \$1734.99.
- 6) By way of explanation for points 4 & 5, it was felt that showing Concours receipts and expenses in the current year would distort the true results in the following year. Plus, the service was not provided and therefore should not be shown as a receipt.
- 7) The TR Register Aust Inc. has a total membership of 325 members. This comprises- 122- NSW members, 87- Vic members, 48 -QLD members, 9- ACT members, 26 -S.A. members, 13- W.A. members and 10- Tasmanian members.

Our Net Asset base is \$193,464 and represents an amount of \$595 per member, the committee has struggled to find an equitable basis of distributing some of the assets to its members whilst being financially responsible.

So, the committee feels that due to the Pandemic it (the TR Register Aust Inc) has been unable to provide many of the services offered to its Members, whether that be the Concours, TT's or monthly "get togethers". Therefore, it was resolved and approved that for the current financial year (21-22 year), membership fees would be **complimentary**. No fees will be charged for existing members, and those (members) that have paid for multiple years would get an additional year added. All existing members will still have full rights and benefits offered by the TR Register Australia Inc.

As always, I am available to answer any questions and am also available to take suggestions on how the finances of the Register could be used that benefit ALL Members and is within our Constitution.

Yours Truly
A.P.Xerri
Treasurer- TR Register Australia Inc.

MEMBERSHIP REPORT

Hi Folks,

You may have read elsewhere that we are giving the next year Subs FREE to all current financial members. This means in June you will receive a new card making you Financial to June 2022. If for any reason you do not wish to renew, just let me know.

I would still like to receive the updated renewal forms 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**

Three new members have joined :-

NSW – Malcolm Hanlon from Queenscliff looking for a TR

TAS – David Lake from Longford with a TR4

NSW – Max Weston from Neutral Bay looking for a TR

The TR has just been serviced, and is back in use. One of the advantages of the roll bar is to convert it to a TR ute. I collected several lengths of timber for lawn edging which saved delivery charges.

Tony

Email :- knowlson@optusnet.com.au

EDITORS REPORT

Going on twelve years ago the then president, Geoff James rang me and asked me to take over as Editor of Sidescreen as I had contributed articles regularly. Initially I declined because of my hearing loss which made involvement in committee a problem. Ultimately I accepted with the previous editor, Bob Slender, staying on committee which was fine. Somehow I managed to cope and went on also on committee. I have learnt a lot. I have always taken care of content and Jenny has done a brilliant job in processing.

Over the years we have built on Bob's efforts. I used to prepare articles to use if needs be, still do but little by little the members responded with more input. We have tried different approaches like E Sidescreen but that wasn't successful though some members are happy to have a PDF. We have been fortunate to have had Kerrie from Bookworks ever helpful.

I have enjoyed preparing Sidescreen but even more I enjoy opening the letterbox, seeing our work and being pleased. I hope the members do likewise.

After twelve years we have decided to retire. One can become rusted into place and though we remain happy with our work we feel that it is time to pass the pen to someone who may take a fresh approach. Whoever that may be will of course be offered our total support. It's not all that difficult so don't be afraid to ask.

We aren't going away. It has always been a worry that all the work will be lost but it won't be. Rick has placed back copies on the website, we are arranging for hard copies to be placed in the NSW State Library and Jenny is busy depositing all the Sidescreens onto Trove with the National Library in Canberra so they will live forever. Thanks to Viv Paine, Rob Bradford and Delia Rogers for offering Magazines.

Thank you so much to those who made it all worthwhile.

Terry (& Jenny).



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

Concours judges needed.

As usual we need judges for the Concours to be held in Stanthorpe.

This is a chance to get a close look at the best sidescreen TR's in Australia and improve your knowledge of the breed. The job is not onerous and guidance from experienced judges is available.

If you are interested please contact me at peter_standen@bigpond.com or 0438413140, or Paul Bingham at p_r_bingham@hotmail.com or 0419704717.

Thanks,

Peter Standen

Dear Members

due to the Current Covid restrictions at the National Concours Presentation Dinner is almost full

The other event venues are ok at the moment with our numbers If the restrictions change members will be notified on the Web Site Never too far in a TR

Paul



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

The request for photos for the 2022 calendar only prompted 3 replies for a total of 6 photos, not quite enough for a 12 month calendar.

So the question is: is there enough interest in creating a calendar?

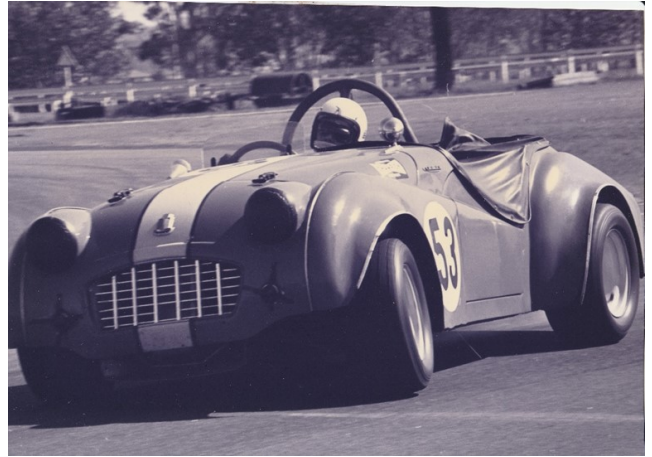
I'm quite happy to manage the project however it cannot proceed without the raw material which has to come from the members.

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 June 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

POSITIONS VACANT

The TR Register Australia Inc
is seeking keen and enthusiastic members to join its
management team in the following roles.

Editor
New Parts Officer



These are "hands on" positions that are suited to self-motivated individuals with
adesire to assist in the management of one of Australia's premier car clubs.

The positions offer flexible hours and no remuneration but the satisfaction that
comes from serving the club for fellow members is reward enough.

Applications to the Club President
Mr John McCormack

The TR Register Australia Inc is an equal opportunity employer.

A "COUPE FRANCORCHAMP" DOWN UNDER!!

In 1950s the Imperia car company in Nessonveax Belgium was assembling Vanguards and Triumph TR 2s which had been sent from Britain in CKD (Complete Knockdown kits) to alleviate sales tax. At that time Imperia decided to build a luxury version of the TR2 . This was known as a Coupe Francorchamp, having a welded hard top, wind up windows and very sumptuous interior. In 1955 a Dutch engineer purchased one of these and in 1958 took the car to Ceylon, now Sri Lanka, where he was constructing a dam, and on its completion he returned to Europe leaving the car there.

From then until 1975 little is known of the car. However there is a picture of it as a Francorchamp in LHD being raced at the Kandy Lake Raceway in Sri Lanka with the number plate 1SRI 7434.(Sri Lankan no plate) The car was owned by a Sri Lankan for many years and the assumption is that for some reason he removed the roof and "re bodied "the car. By the poor condition of the chassis when I bought it in 2017 I guess the body was in very poor condition too. I imagine that is why the car was rebuilt at a TR2, as parts for a Francorchamp would not have been available .

An Australian pilot, Roger, living in Sri Lanka bought the car and took it to Adelaide in 1986 with the intention of restoring it. As far as I can deduce he had no knowledge of the cars original provenance. Unfortunately Roger died not long after selling the car to me. His enthusiasm for the restoration waned (funny about that) as he was more interested in flying small planes and the car ended up in many parts and several places, many parts missing, stored in his hanger north of Adelaide for most of the next 31 years.

I bought the car in that condition sight unseen (having sent a friend to inspect) and travelled to Adelaide and brought it home. So started my 3 year quite difficult restoration, not knowing that the reason things didn't always fit the same as other TRs was because of its original start in life. The help and advice of many TR club members was invaluable, and as a post scrip Rick says that if I want to restore to a Francorchamp he is leaving Town!! I used to refer to it as the "Sports Model".

Earlier this year, Willem van der Mast, a TR member in Belgium contacted his friend Tony Knowlson quite out of the blue querying if he knew of a car that had come from Sri Lanka to Australia with commission numbers that fitted the period in which Francorchamps were constructed, and so started the investigation.

This car has a Commission number in that time frame and although there is no official documentation to prove that at this stage (still waiting for confirmation from Belgium), I and many others are sure it was a Coupe Francorchamp before it was modified back to a TR2. Mike Ellis of the TR register in UK contacted a Belgium owner of a Francorchamp who advised him that he knew of a Francorchamp sent to Sri Lanka which had its roof removed and had gone to Australia. As was mentioned before, the car as a Francorchamp was photographed at Kandy Lake raceway in 1975 carrying the number plate 1SRI7434. This was the plate on the car when I bought it. The floor on all Francorchamps was lowered 25mm to give more head room and this car has that floor configuration, unlike all TR2s. The scuttle on this car shows the LHD hole allowing the steering column to be moved more inboard, as this was a requirement to give more room in the Francorchamp. I had no knowledge of the car before it was restored. I may have attempted to bring it back to its original state had I known. It has been quite a mystery and many thanks to those in the club who have been involved in unlocking its history.

Stuart Baillie



A FAST ENGINE REBUILD

I was reading the last issue of Sidescreen and was particularly interested in the trials and tribulations of Tony Denyer from Townsville with his engine rebuild and it prompted me to unearth a TR4a engine that I purchased a few years ago [from a LHD USA car] and I have decided to rebuild it as I have nothing better to do and if it is ready to go I can swap it on a weekend with the leaky unit in my TR2.....quicker to change engines than deal with the oil leaks.....may even fit an overdrive gearbox at the same time but no not hold your breath. What I really want to do is get my hands around a 'crankshaft' again.....yes as you may remember in previous submissions I have a lot love for the 'heart of the engine' in it's original form and I was not disappointed as I had a virgin crank that had not been modified or resized. The motor engineer that I trust to do machining has retired and so not willing to hand the crank to anybody else I decided to replace the bearings and thrusts with new ones of the same size as the existing ones showed normal wear and had not gone through to the backing. I had got myself a new set of feeler gauges and for once I decided to check the end float and the clearances were as per specifications.

The same cannot be said for the pistons that showed damage on the top and when removed all of the compression rings fell off and one piston had terminal damage so none were reusable..... lucky I did not take the chance and just use the engine as is. Normally I would use a new set of pistons and liners but I had a choice of two sets of lightly used ones, all of which had rings and their clearances were acceptable so I fitted the 86mm set. Considering the use that the car will get I think that this is fair compromise but the first week of use will tell. The camshaft and followers were good.....

Apart from me honing the liners and some tidy work on the journals where the bearings had been sitting there was no machining required just keeping every thing clean and also painted the liners with red oxide metal primer and gave the inside of the block a light coat of rust proof fisholene as the engine may stand for some time. This also prevents unseen flakes of rust contaminating the assembly process. The cylinder head was cleaned the valves reground and showed no signs of recession and were much like the photo in Tonys article. I do not know how far you can modify these engines but there must be a limit and the more that you machine and modify a block the weaker it must get and particularly with increased compression and camshaft modification.....the forces must be wicked.....I hope that things go well.

I recently was a passenger in an Austin Healey 3000 MK1 that was very well restored but some mods had been done to the engine including extractors and camshaft and I found the car to be kind of rough but not in the driving but in the delivery of power.....it would tax you on a long drive. I went home and started the TR2 and sat in it for a while and listened to the engine through the rev range and found it to be sweeter and much more satisfying. The rebuild only took 3 weeks with the help Ray K and the great support of Bare Co. Total cost only a few hundred dollars.

Bob Fast

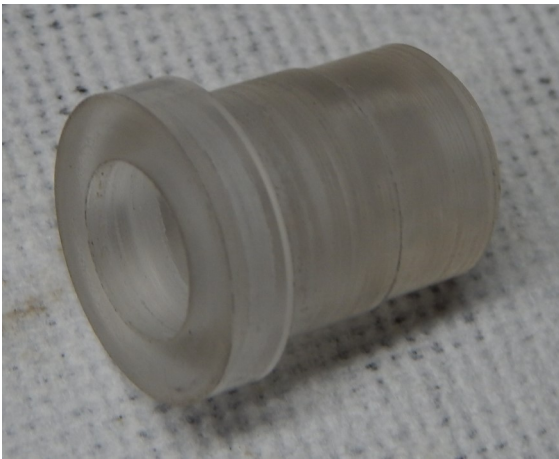


It's unlikely that you can own a real Francorchamps TR2 but you can have a model made in The Netherlands for a mere 130 Euros plus delivery.

HIGH BEAM WARNING LIGHT

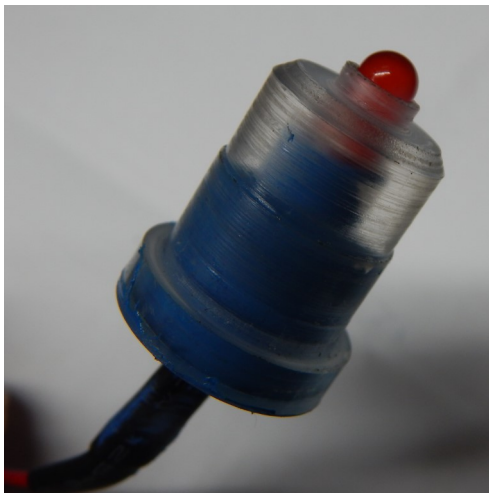
Travelling and visiting is still a little restricted so, like many others, I am looking for something to do. My high beam warning light has annoyed me since I put the car on the road some twenty years ago. The problem is that the coloured piece of plastic in mine that turns the white light to red/blue/orange, or whatever, is damaged and I get some white light, instead of nice subdued coloured light, shining up at me when on high beam. It isn't a big issue, just annoying. I have time so I will fix it.

I elected to change the colour of the warning light bulb in lieu of stripping the speedo to get at the coloured crystal. As I had some from a previous project, I decided to use an red LED rather than a conventional bulb. To do this I needed to manufacture a carrier that would hold the LED and fit into the receptacle on the speedo case. I machined up a carrier from a piece of clear nylon rod that would position the LED, provide space to house the resistor required, and hold the assembly in the receptacle provided on the speedo.



A 1K resistor was soldered to the positive leg of the LED and a black wire soldered to the negative leg of the LED. A red wire then soldered to the free end of the resistor. Short lengths of heatshrink were set to cover the two legs and these two were then covered together with another length of heatshrink.

This assembly was then fitted into the nylon carrier and sensor safe silicon gasket maker was used to fill the void left around the LED/resistor assembly in the carrier.



The unit was then installed and wired up. When installed, the LED protrudes into the small hole in the back of the speedo housing. Testing showed a good low intensity red glow when in high beam. Great result. Now what next?

Brian Richards

FAN BELTS 2

Hello Terry,

It is with great interest and commonality of experience, I read your article on fan belts.

I few years ago I broke two water pump shafts in a short space of time, after fitting tight belts. It is really a full workshop job. (I had to leave the 3A in someone's paddock out of Sofala)

I now carry a stretched second hand one, as a spare in the 3A.

I checked the numbers on the TR3A and TR4.

The 3A has a ribbed 20A0990 (28390) and is 21 ml wide and the adjustment is about half way along, with the mandatory 1 inch push down slop in it.

The TR4 one is also ribbed and has the numbers 20A0965 (28380), 21 ml wide and is at the edge of the inside adjustment, also with 1 inch slop.

My spare for the TR4, is a new Dayco Top Cog Gold Label, 20A0990 (28390), also 21 ml wide and ribbed. This was bought from Auto One in 2014 and is the same one as on the 3A.

The 28390 fits over the water pump body, then leavers up to the pulley, with a screw driver and either a turn of the fan, if you have a helper, or a touch of the engine bay starter, with the ignition off, while holding the screw driver lightly.

I hope this doesn't add to your confusion.

Kind Regards

Alan Mitchell

VALE MURRAY WALKER

His voice was so well known to Formula 1 fans. Murray Walker passed away in March 2021, aged 97. His broadcasting career began in 1948 at the Shelsley Walsh Hill Climb after being a war veteran, former motorcycle racer and trials champion. He went on to cover motorsports, from touring cars, truck racing, rallycross, but it was in Formula 1 where Walker really came to prominence.

He became the BBC's full-time commentator from 1978 for Formula 1. He finished his career after the 2001 United States Grand Prix. His commentary won the affection of F1 fans the world over with his passionate, excitement-filled humble manner.

He was known for his many Murrayisms' such as:

"The lead car is absolutely unique, except for the one behind it which is identical",

"there's nothing wrong with his car except that it's on fire"

and "unless I am very much mistaken.... I am very much mistaken".

He will be greatly missed by members of the F1 paddock, the drivers, team principals, fellow media figures and motoring fans alike.

We send condolences to Murray Walker's family and may he rest in peace (with the sound of Formula 1 engines in the background).

Russell Holliday

THE IMPORTANCE OF EARTH

After reading the article in the TR Action Magazine UK issue 326 written by Martin Ward (see below) of the Leicestershire TR Group page 40 in the TR Action 327 about The Basics of Earthing for TRs by Mike Jennings, well worth a read, I thought it would be good to bring to the attention of all our Members the importance of the Earths in our cars.

As this happened in the UK not far from where I came from, and also having had a fire under the bonnet of my TR3m, it brought back memories., not that my fire was an earth fault.

I'll shorten what happened but if you can get and read the article it would be good.

Basically the main earth from the battery to the body to the block had high resistance.

(Not a very good connection) The car, a TR6 PI had an electric fan also other electrical equipment which was using large amounts of power from the battery. The main earth wire had a bad connection and this is what happens.

All the metal parts, choke cable, throttle cable, bonnet pull cable, braided fuel lines (6 of them) plus other metal equipment in the car from engine to the body was being used at the time as the earth return to the battery instead of the main earth wire.

So what was happening these metal parts of the cables and pipes were getting hotter and hotter which melted the pipe inside the braided fuel line and an electrical wire which in turn melted, shorted out and sparked which started the fire.

Luckily the fire caused the fuel pump wire to short out and blow the fuse so it stopped the pump feeding the fire otherwise he would have probably lost the car. This fire was still burning until the owner disconnected the Battery and sprayed with fire extinguisher as the power for the equipment ie, electric fan, electric pumps, Lights, radio, CB, etc was still trying to find the return to the battery so it was still heating up the metal work. This could possibly happen in any car

The moral to the story is check all your earths not forgetting the positive wires as well, especially with older cars and make sure you have a good battery Isolation switch

Never too far in a TR.

Cheers Paul Bingham 0419740717

An unfortunate 'earthy' occurrence

The last day before national lockdown seemed to be good reason to have a drive to Norfolk, eat fish & chips and collect mussels for supper.

Even more so as I had spent many hours working on the TR, rebuilding the engine and having a number of 'curve balls' thrown back in the process. All behind us, so off my wife & I set.

All running fine, good oil pressure, mpg and not running hot, until we got to the Wisbech bypass, where build-up of traffic has been causing delays for some time. We queued for about 15 minutes, creeping forward slowly then off we went, two car lengths from the traffic island - engine stopped, gap in traffic, so dipped the clutch and turned left towards the town centre and up onto the footpath whereupon thick black smoke erupted from either side of the bonnet.

Before I had time to think, 'pop' something went and a massive conflagration of red/orange flame also erupted from beneath the bonnet. 'Not pulling the bonnet up', said I, not wishing to feed the fire. Grabbed what was needed, Jen got out while I located the car docs from the glovebox.

By now, we were back to thick black smoke, so having plenty of water plus 2ls emergency radiator water located front n/s, I pulled the bonnet up and was presented with numerous small fires. I managed to put out most, but the flexible fuel line kept getting hot and reigniting, plus there was another small fire around the grommet adjacent to the bonnet release catch. I took the chance to grab a spanner from the boot and disconnect the battery. The flexi

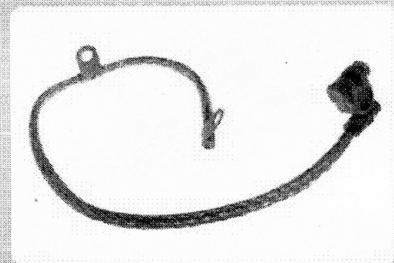
hose went out, but still a fire now behind the speedo, so I wrapped my hand with microfibre cloth and pulled out the black flexi air ducts that were burning nicely - without burning myself! Phew. I contacted the insurers and organised recovery, getting home at 7.30pm, and had pizza rather than mussels.

I spread the news around LTRG contacts and local Guru Andy Moltu said he suspected something due to the heavy current being pulled by the electric fan in the traffic jam. Seemed logical, but nothing that hadn't happened many times over the years.

The following day, I started organising insurance etc. and rang our local Stag restorers - E J Ward in Bruntingthorpe. Mick Ward asked immediately if the throttle had seemed heavy of late. Yes, said I. Mick then said they now recommend an additional earth location between the negative post on the battery and the bell housing. Needless to say, this was news to me, but not to Mick or Andy M! Andy even sent me an image of the required modified earth strap. What happens when the throttle gets heavy is the inner cable liner, which is intended to smooth out throttle usage, warms up and grips the cable - hence it gets 'heavy' - it's melting!

There will be a technical description, but here is the easy-to-understand layman's version

It turns out that in circumstances where large amounts of current is being drawn, by, say, an electric fan (in stationary traffic), the earth will look for the easiest route to go to earth. This will include throttle, choke and bonnet pull cables and quite possibly,



being metal clamped to the chassis/body - the fuel line. That was the reason I could not stop the braided hose from reigniting itself until the battery was disconnected. Another reason to employ an easy way of disconnecting the battery 'Disconnect' or other propriety make.

So, the choke on the TR is a twin cable unit: one to the throttle assembly and the other to the overfuelling lever, which is alongside six high-pressure fuel lines! The cable gets hot, melts the insulating cover, possibly distorts a bit and touches a fuel line and bursts it - that was the 'pop' that I heard. Fuel was then sprayed over everything and all things plastic and inflammable went up in smoke and flame! Fortunately, by this time, the exposed cables had shorted out by earthing themselves, causing the fuses to blow, which included the fuel pump circuit - or the car would have been a charred wreck!

So, the message, check out the necessary additional earthing arrangements and modify ASAP!

Martin Ward
Leicestershire TR Group

TR TRIM: DOOR LINING PROCESS

By Marvin D Miller
Washington US.

I've worked for The Boeing company for 30 + years, 20 of which was in the interiors shop. I've put leather coverings on countless panels for aircraft interiors.

What you want to do is first, make sure the face of the door panel is smooth. If it's not, take some 1/16th (U.S) thick cotton batting, spray a good quality canned spray adhesive and lightly cover the panel and one side of the batting. When they are both fairly dry to the touch, carefully lay the batting onto the panel and slowly rub it smooth. Then barely roll the batting up onto the edge, but not onto the back of the panel and trim all the excess batting off.

Second, lay the leather face down on a work table, lay the panel face down on the leather and trace around the panel 2 inches beyond its edge. Trim the leather 2 inches beyond the now traced outline of the panel so your leather is 4 inches larger than the panel all around.

Third, remove the panel to another location (next to the leather is fine) and flip the panel batting face up. Spray both the panel and the leather with the spray adhesive. Wait until the panel and leather are barely tacky. Carefully lay the panel onto the leather and LIGHTLY press the panel onto the leather. Flip the panel over and slowly press the leather onto the panel using good, but not heavy hand pressure, about as heavy as you would rub your forearm when it's sore.

Fourth, flip the panel over, and take some rubber cement and brush the back of the panel edge 1 inch wide all around the panel as well as along the leather up to the tracing mark. Let it dry to the touch with barely a tacky feeling. When done, from the outside edge of the leather you should have 2 inches, no rubber cement, 2 inches coated with rubber cement and 1 inch of panel coated with rubber cement. The 2 inches of no rubber cement is so you can grip the leather for wrapping, you'll see. Now, with the panel edge over the edge of the table and face up take the palm of your hand and work the leather down and around the edge of the panel.

When satisfied with the smoothness of the edge, flip the panel over, grasp onto the uncoated portion of the leather (no cement) and using your thumb, work the leather a little at a time, down onto the back of the panel. Work an area about a half inch onto the panel, and about three inches in length along the edge at a time. When you come to the radius of the corners, with sharp scissors or a razor blade, trim the leather to eliminate any folds and press the leather down, you'll see. If you do the corners correctly they should appear as triangles lined up with the points touching. Think of a sliced pie with all the slices still in the pie pan.

When done, flip it over, set it aside and go on to the next one. When rubbing the leather it's a good idea to wear some thin white polyester/Nylon gloves to avoid blisters on your hand and ease of working the leather. Practice on scraps before you tackle the door panel so you can get the feel of what you're doing. If there's cutouts in the door panel, rub the edges down first and wrap them the exact same way. Rubbing the edges first is key. Trim off all the excess. Have fun!

***printed with approval from the author**
Thanks Russell Holliday

LEVER ARM SHOCK ABSORBERS

If your current shock absorbers are not functioning as they should, do you realise they can be refurbished? This activity used to be routine but with lever arm shockers becoming relegated to "classic" status, the industry has largely disappeared.

We have found a business however that still specialises in this service and are more than willing to assist. They do work for The Healey Factory and MG Workshops, so are well credentialed.

Lever Arm Shock Absorbers is located in Somerville, just south of Melbourne and quite close to where I live. The contact is Steve and his number is 0418393377. If you Google Lever Arm Shock Absorbers you will find his Facebook and Instagram pages.

I hope this little tip helps you.

David Ferguson

No 114 April/May 2021

SAPPHIRE COAST CHAPTER

There is an old saying “that will be a hard act to follow” and a classic example of that is before the club right now. The Editorial Team of Jenny and Terry Hicks have decided to hang up their pens. To use a cricket analogy “well batted” Jenny and Terry.

The club has been fortunate to have the services of many fine editors over the years and hopefully there is someone out there just waiting for an opportunity to join this illustrious group. On behalf of the Sapphire Coast Chapter thank you Jenny and Terry for all of your hard work over the past 10 years. Indeed, a hard act to follow.

The coffee mornings continue to be well supported with the highlight a visit of a McLaren 650S owned by a friend of Rick and Joan. Talk about a head turner, quiet little Tathra hadn't seen anything like it, even the local priest stopped for a photo. Equally impressive was Keith Manning's beautiful Norton Commando 850 motorcycle, another testament to Keith's restoration skills.

Stuart Baillie's article on the amazing history of his TR2 is printed as a separate feature in the magazine and makes for a fascinating read.



The McLaren and the Norton with admirers on an unusually cloudy Tathra day

Back in 2020 several Sapphire Coast members took part in the Victorian Ocean and Art TT which had to finish after the first week due to onset of the dreaded Covid virus. The group made the decision to reform at the first opportunity to finish the TT which will now take place in April from Saturday 17th to Sunday 25th in and around the Shoalhaven area in NSW. The TT wasn't advertised as all original members are still participating and there are no places available.

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

Bob Watters

QUEENSLAND REPORT

Combined TSOAQ and TR Register Run

7 March 2021

On a bright and sunny Sunday morning twelve cars met at Arthur Earle Park in Nerang all ready for a magical mystery tour of the Gold Coast hinterland before a delicious lunch at the Gold Coast Motor Museum.

We all headed off to a local coffee shop for the much needed caffeine fix before most cars headed off for an exhilarating drive through the hinterland before finishing up at the museum.

The museum was a fascinating place to walk around and some of the cars outside, who were also visiting were as interesting as the ones inside.

A delicious lunch followed, sitting in the shade outside Stanley's Barn.

Thank you Paul for organising this run



Sue McLeish

NSW REPORT

Finally, we are out & about.

The year has seen us creeping out from under the Covid blanket with good exposure.

The monthly gatherings at both the Pie in the Sky & Camden have been well attended.

The return to St. Ives showground has been unprecedented in attendances in that one needed to be there at least 20 minutes before the start if you expect to get a parking spot.

On top of that the Drive Your Triumph Day organised by Kerrie Holliday was a great success as we had 8 cars gathering for lunch at Kurrabung, after a very scenic drive up from Richmond (passing through the somewhat odorous turf farms). The icing on the cake for this day was that Chris Olson was navigating for Alan Mitchell who came down from Orange. The weather was great & scenery spectacular, not to mention the company.

Last weekend we had a day run from Berowra, following the Old Pacific Highway & a few other roads to the Alison Homestead Museum in Wyong for morning tea. We then scooted off to the Mangrove Mountain Golf Club for lunch via the Yarramalong Valley. All of which should have been a very scenic drive except for the rain as well as the overnight rain. This meant that of the 7 cars attending only 3 were TR's, one of which needed some mopping out when returning home.



In the foreground we have a weekend farm stay @ Chris Olson's, followed by the rescheduled Malfuction @ downtown Yerrinbool. Shortly after we are off to Narooma for the Oyster Festival & that is just to round off April.

So, we are as active as mice in a wheat belt.

Cheers,
Andrew Ross
NSW State Coordinator
0412 274 635

FOR SALE:

I have a Rear Dicky seat for a TR2 / early TR3 in good original condition that I have no use for as per attached photos for sale \$300

Keith Williams (Membership No. 871 SA

0418 698 689

keithwilliams5052@gmail.com



AUSTRALIA DAY BBQ & SWAPMEET....

The PM & QE2 have been informed that WE have decided unilaterally to declare the 1st Sunday after Easter to now be known as OZ day.....THUS...an Australia Day BBQ will be held in the thriving Metropolis of Yerrinbool on Sunday April !!....Why Arthur Phillip decided to arrive on January 26 is beyond us.... It is ALWAYS TOO DARNED HOTEVERYONE knows THAT...ANYWAY....

You are not only invited to same but commanded to be there....

We have also, as a bit of fun, decided to have a small Swap Meet on the day & ask that you bring only a maximum of 10 items of useless tatsorry...useful items that you need to move on...Seeing that we are (nominally) a Car Club...it is more or less expected that blokes will bring car stuff but we hope that there will also be a bit of chintz as well....

The Register S/Hand shed will also be open so if you intend getting greasy, bring your work gloves & clobber....

Details for the day....

The address is 21 Kent Street, Yerrinbool....Phone **0416031654**



Yerrinbool, for those who have not attended before, is about an hour south of Sydney & is accessed from the Hume Freeway 2 minutes past the Caltex Servo at Pheasants Nest...Take the Bargo & Avon Dam off ramp & follow signs to Yerrinbool through Yanderra...Kent St is 100m. to the Right past the Town Sign....if using a GPS do NOT let it take you via The Falls Road....If arriving from the South, take the off ramp to Colo Vale & Yerrinbool from the Freeway

BRING....apart from yourselves & your saleable items,.... whatever you wish to cook...

Cutlery, plates, Ice, sauces, condiments, bread ,onions, potatoes ,Tea & Coffee & some soft drinks will be provided so no need to take up valuable Swap-meet space in your TR!!!

TIME...Please plan to arrive no earlier than 11.30 am We will have our BBQ from about 12.30 & do the Swappie thing from around 2pm.....weather permitting

It is suggested that ladies do not wear high heels as the grounds are *undulating* at best...The day is for fun rather than fashion.....

An email, . SMS or phone call would be appreciated so that quantities can be estimated.....Hoping for a great day & to see you here !

Best regards.

mal munro

NSW EVENT TEAM

The next few months will be busy with many planned activities for your enjoyment.

Day and other Runs in April and May

Mal's Non Australia Day run to Yerrinbool is on *Sunday 11th April*. The weather should be a lot more pleasant this month than in January. Arrive at midday, bringing your own meat, drinks, chair and either a salad or sweet to share. Contact Andrew Ross or Mal.

GEAR racing at Wakefield Park, starts at 9.30am on *Wednesday 14th April*. Contact Bob Slender for more information.

Narooma Oyster Festival TT is being held *Friday 30th April, Saturday 1st May* and departing *Sunday 2nd*. Meet at McDonald' Sutton Forest Southbound Friday 9.45 am. We begin our weekend by attending the Friday night festival with its food vans, oyster bar, live music and fireworks finale. Saturday the festival is in full swing and that evening we will dine at a local club. If you can make your own arrangements, including online ticket purchasing, please do and let Kerrie know.

National Motoring Heritage Day lunch run to Woy Woy Fisherman's Wharf is coming up *Sunday 16th May*. Meet at 10.45am at the Cowan Rest Area –Truck Stop. Numbers needed for the lunch group booking. Contact Kerrie.

Coffee Mornings in April and May

Pie in the Sky, Cowan 10am *first Wednesday* of the month. *7th April* and *5th May*. Contact Andrew.

Common Ground, Picton 10am the *third Wednesday* of the month. *21st April* and *19th May*. Contact Jenny Hicks.

Blend Café, Tathra every *Wednesday* of the month. Contact Bob Watters.

TSOA coffee 10.30am the *last Wednesday* of the month. Sasanqua Café, Glenorie is on *28th April* and Vanilla Cream in Annangrove on *26th May*. Contact Keith Higgins TSOA.

NSSCC Auto Brunch Cars & Coffee Sunday mornings 8 am. *April 4th* and *May 2nd*, St Ives Showground.

Upcoming Events later in the Year

Xmas in July (and June) TT

Our Xmas in July (and June) TT is a 5 day/ 4 night run from *29th June to 3rd July* travelling to Singleton, Quirindi, Willow Tree, Gulgong and Mudgee. Good news, there is **one spot left**, so now is the chance to secure this remaining place. Please make your own accommodation arrangements previously advised as soon as possible and then confirm your attendance with Kerrie.

Wings Over the Illawarra at Shellharbour Airport is on *Sunday 14th November*. Our club is now registered for attendance in the historical vehicle display. Drivers receive complimentary admission to the event being \$50 adults or \$40 pensioners. 2021 is the centenary year for the Royal Australian Airforce and especially with last year's covid cancellation, this year promises a magnificent flying display along with other exciting exhibits including the NSW Drone Expo. Our club's cars need to be assembled at a designated meeting place nearby for entry all together prior to 8.30am. Gates will then be locked and cars unable to leave until 5pm. If this interests you, please register directly on the Wings website, using the dropdown menu for our club and advise Andrew of your attendance.

Kind regards,
Kerrie Holliday
On behalf of the NSW Event Team
Andrew Ross, Jenny Hicks and Kerrie Holliday

TASMANIA REPORT

February came to an end and the grass was still relatively green hereabouts and I wondered if Summer had passed us by. So three weeks into March and the grass is browning off; Summer must be late but it will be short. During this time the Maslin TR2 restoration has continued with a little help from members. For Drive your Triumph Day, 10th February the TR3A had a trip to town and I gave Hugh a hand with bleeding the hydraulics. A few days later the instruments and wiring were in place and the engine fired up. Hugh sent out a video clip of the motor running and also of the instrument gauges. The sound reproduction was a bit dubious but the instrument readings were reassuring. Following that John Kay assisted with the fitting of the rear fenders ps. Doors are back on and Hugh is planning on having car inspected and registered before end of March.

The Peerless GT right side indicators are operative again. The problem was a broken wire in the steering wheel control head. Around Launceston we are fortunate to have the services of a semi retired auto electrician who has worked on a number of our cars over the years. He was able to keep it original and not have to fit an ancillary toggle switch.

Since last issue our numbers have increased by one to a total of 10. We are pleased to welcome David Lake, a Longford local to membership of the TR Register.

Covid 19 restrictions have impacted on a number of the usual events , some being cancelled and others run very differently. The March long weekend saw Motorama held at Longford and Steamfest at Sheffield.

Longford Motorama – Sunday 7th March 20, 2021

This was a one day event this year and was centred on the Village Green with free entry. Here there were displays of Longford competition cars and motor cycles. A few original cars and a number of recreations or other vehicles of the era and included Holden, Anglia, Cortina, Mustang, Morris Minor, Mini Cooper, MG and Lotus.

During the day there were two Grand Parades of the cars on the main street. The TR2 Special was also on display having come out from behind the window at

the Country Club Hotel for the first time in about 20 years or after the 2001 Targa Tasmania. John Talbot who drove the Special in the 2000 and 2001 Targa Tasmania drove the car again and had as a passenger Heather Ewart from the ABC “ Back Roads” . A film crew had been in Longford for about a week filming an episode which will be shown later in the year.

For a fee patrons could take a bus trip and then walk around some of the more iconic sections of the old track such as Tannery Straight and Tannery Corner, the Flying Mile and the Viaduct where cars



and displays were set up.

Amongst the other displays was a 1966 HR Holden panel van in Repco Brabham livery owned by organiser Justin Brown together with a closed in tandem trailer in same colours. In the hall were the year by year boards for the Longford races and also a simulator set up with the Longford race track. At the back of the ground there were quite a number of the regular car show vehicles. Another group making their debut was the recently formed Flying Mile Cruisers, a casual group of motoring enthusiasts, who took part in a car auction offering up rides in their cars to the highest bidder, with the monies raised going to an appeal for a local girl requiring major surgery on the mainland. Jeff Mount offered up his E-Type Jaguar which brought a healthy donation.

Sheffield Steamfest 2021

The Tassie Tourers of 2012 will remember this event which was held over the March long weekend. This year's event was subject to Covid 19 regulations and patrons had to pre-purchase tickets online. Crowds were good despite. There were some 12 traction engines and rollers in steam and the Krauss steam train was operating. There were demonstrations of chaff cutting, threshing and straw pressing and the Tractor Pull. Steamfest also acknowledged the 75th anniversary of the release of the "grey Fergie" with some 30 units being displayed including one pink one. In addition 150 years of Rail in Tasmania was also being acknowledged. One exhibit that caught my eye was a recently built 5/8" scale model based on a 1920 Buick tourer (FGPaine-Launceston body) and powered by a Crankless Engine also newly built. Great workmanship and shown with a similar scale Land Rover built a few years ago.

Targa Tasmania 2021

After the cancellation of the 2020 event this year's Targa Tasmania will be the 29th and will be run from Monday 19th to Saturday 24th April. This year's rally will follow much the same format as in recent years which has also seen a shift in entrants from competition to touring categories. Tuesday 9th March 2021 saw the launch of the **2022 Targa Tasmania** which will be the 30th Anniversary event. Significant changes will be made with the event being held for the first time in March starting on Tuesday 8th following the long weekend and concluding on Sunday 13th. The competition distance will increase to more than 700 kms in a total travel distance of 2200 kms. As the 10th and 20th anniversary events had more than 300 cars competing organisers are expecting more than 400 entries. The 30th Anniversary Targa will see a return to the original starting location outside the Hotel Grand Chancellor Launceston (our 2017 National Meeting location) and also a return to some of the former key routes and iconic street stages.

The Editors

Jenny and Terry Hicks have made it known to the committee that they wish to retire from the position of Sidescreen Editors after 12 years. Their debut Sidescreen was the August – September 2009 issue or #45 so with this April – May issue being # 114 that will be some 70 issues of an interesting, informative and entertaining journal that they have put together for the benefit of all members. I personally would like to acknowledge and thank Jenny and Terry for the support and encouragement given and gratitude shown to the contributors of our great journal. Well done to you both!

David Pearce
TAS Co-ordinator

Cover Car from FEB/MAR issue

Pictured amongst the Triumph 2000/2500 saloons is the Wicke TR3A circa 1981 at a bbq meeting of the Triumph Car Club of Tasmania at Risdon Brook.



TR3A TS74874

Progress on my White TR3A TS74874 (My last update was 2016 how time flies)

After a number of years of my TR3A being undercover without any body works being carried other than a tinkle here & there, It is now back on the program.

The main issue was that the original Battery box was totally rusted out.

With a burst of enthusiasm over the WE, I removed the rusty Battery box & replaced it with a new Battery box from Ray at TR Register parts.

Now the battery box has been replaced & the first cleanup of the engine bay before prepping for painting. With the Motor & Gearbox being completely rebuilt & awaiting refitting once the engine bay is completed.

Cheers

Keith Williams (member 871)



Bill Revill sent this price list from 1972. A TR6 sir or perhaps a Falcon GT or a Holden Monaro. Hmmm..

AUSTRALIAN MOTOR INDUSTRIES LTD. - RETAIL DIVISION - TRIUMPH SPORTS MODELS - PRICE LIST. 2/10/1972.							
	LIST PRICE	SALES TAX	RETAIL INC. TAX	REG. 3RD. PARTY	GOVT. STAMP DUTY	TOTAL ON ROAD	POWER WEIGHT UNITS
TRIUMPH	\$	\$	\$	\$	\$	\$	
TR6 - Soft top	4277.00	924.00	5201.00	119.10	81.00	5401.10	41
- Hard top	4418.92	955.08	5374.00	119.10	81.00	5574.10	41
- Combination Soft/Hard top	4540.25	981.75	5522.00	119.10	84.00	5725.10	41
- Laminated windscreen	26.22	5.78	32.00				
- Overdrive	188.47	41.53	230.00				
- Wire wheels	131.12	28.88	160.00				
- Tonneau cover	40.20	8.80	49.00				
GT6 MK 111	3661.57	788.43	4450.00	116.70	69.00	4635.70	37
- Laminated windscreen	26.22	5.78	32.00				
- Overdrive	188.47	41.53	230.00				
- Wire wheels	125.50	27.50	153.00				
- Occasional rear seat	52.45	11.55	64.00				
SPIRITRE	2881.17	616.83	3498.00	110.70	54.00	3662.70	27
- Hard top	2993.42	641.58	3635.00	110.70	57.00	3802.70	27
- Combination Soft/Hard top	3056.67	655.33	3712.00	110.70	57.00	3879.70	27
- Laminated windscreen	26.22	5.78	32.00				
- Overdrive	188.47	41.53	230.00				
- Wire wheels	125.50	27.50	153.00				
- Tonneau cover	32.85	7.15	40.00				

Add Government Stamp Duty for all extras not included in Retail Price, Laminated Windscreen, Wire wheels etc.
at the rate of \$5.00 per \$200.00 Retail

Country Third Party Insurance deduct \$7.00
Any use in Class 1 other than Private only add 15c per Power Weight Unit.
Commercial Registration add 50c per Power Weight Unit.
Plus \$4.00 for 'E' Licence.



LIMITED
EDITION
no. 15

To Steve +
Myra
Best Wishes
for Xmas 1988

Ken Richardson