

SIDESCREEN

**JOURNAL
OF THE
TR REGISTER AUSTRALIA
NO. 115 JUNE/JULY 2021**

Mr Dockerill, you really are rather late.

TR-REGISTER AUSTRALIA COMMITTEE 2021/22

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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*

**N.B. Rick Fletcher has retired as webmaster.
Please address all matters regarding the website to:**

rossmcleod@tr-register.com.au

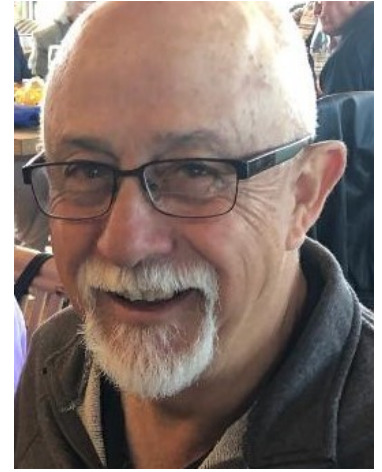
PRESIDENT'S MESSAGE

2021 ANNUAL REPORT

An interesting year to say the least.

This time last year much of the country had severe restrictions on gatherings with Victoria being in lockdown for much of the time. TR Register, and other, activities were very much reduced and didn't start picking up until later in the year in most states.

The 2020 Stanthorpe Concours had to be cancelled and then when things improved was reprogrammed for 2021. The good news is that the Stanthorpe event looks like it will be OK this year, although attendance will be down a bit due, in part, to members' ongoing concerns about potential border closures and the current Victorian COVID problems.



Key positions within the club have been hit with the 'retirement' of key people. After over a decade in the role Terry and Jenny Hicks feel it is time to handover Sidescreen editorship and Bruce Hoskins, after an even longer time in the role, as New Parts Manager.

We are extremely fortunate that we have two volunteers to be Sidescreen Editors, Lesley Xerri and Mary Bird. I expect the vast majority of you know Lesley, so no introduction is necessary there. Mary is Ross McLeod's wife. As noted below Ross is a newer member and has assumed the Web Manager role and his wife Mary was keen to get involved as well. Mary has a background in editing so, with Lesley's intimate knowledge of the club, the two of them make excellent candidates to take on the role as co-editors. I wish them the absolute best and am sure they will maintain the high standards, in their own way, that Terry and Jenny Hicks have set.

While the Editor role isn't a committee position, to keep up to date with the issues affecting the Register Lesley and Mary will be able to sit in on Committee meetings as invited guests. The new Associate membership category has been taken up by a few people including Kerrie Holliday and Mary Bird. This has facilitated the involvement of both in undertaking club work with the recognition as members these contributions deserve.

The New Parts role vacated by Bruce is a bit special if it is to ensure the continued smooth interface between the Register and the Bareco managed new parts business. Apart from a sound technical knowledge and an understanding of where specialist help can be obtained to provide advice to members, liaising with the Bareco team requires a sound understanding of Allan Bare's requirements and how Bareco conducts the business.

As there were no volunteers for the parts role, and the requirements for the job does limit those that could take it on, I asked Allan Bare if he was happy for Mal Munro and I to jointly take the role. Allan agreed with this so Mal will be the first point of contact about all spares, new and 2nd hand, and I will assist Mal. We will both work with Bareco to ensure the spares parts service meets the needs of members while aligning with Allan's and Bareco's requirements.

Rick Fletcher has been the IT and web manager for about 30 years and was keen to pass it on if and when we found a suitable volunteer. Out of the blue recently joined Victorian member, Ross McLeod, contacted Rick with the offer to take over the role. Rick and Ross have conducted a handover and Ross is working on modernising and updating the excellent work Rick has been doing for so long. Ross has current and relevant IT skills and I look forward to working with Ross over the next year. The website is already seeing a few changes at Ross's hands.

On a personal level I was a bit disappointed we had little response to the request for volunteers to do the work that makes the Register what it is. The Committee has changed a lot over the past couple of years and we now have members from Queensland to Tasmania making a great contribution. David Ferguson said to me recently that that the geographic centre of gravity of the Committee is now about Mt Martha. However we still have Committee vacancies that could be filled by members from the ACT, SA and WA to ensure we consider the members in these states/

regions in our decision making.

Approximately 70 of our members have taken up the offer from the TR Register UK for free access to their website members only areas. If/when international travel resumes the contacts and leads available through these forums should be very useful for those interested in joining in both their and our events.

Last week we had the incredibly sad news of the passing of Rob Bradford, our past Vice President and Committee member. Rob was one of the good guys who contributed to the club not just with his committee work but also through numerous articles on improving your TR to obtain maximum reliability for grand touring. He was a font of sound thinking on all technical issues. I thank Neil Tribe for his short story of Rob's life in recent Sidescreens, it was a most interesting account of a very interesting individual.

I was a grateful recipient of Rob's ability to cut to the chase when on a return from a concours some years ago I saw Rob beside the road with his bonnet up. I stopped to check all was right, which it was for Rob who was just making a minor adjustment. I mentioned that my overdrive had stopped working. Rob said take the dashboard switch out and tap the dust out of it. I did this and the overdrive worked perfectly for many years afterwards.

Rob and his contributions will be very much missed by all of us. At the request of Rob's family the TR Register donated to the hospice that looked after Rob in his final days.

The club's finances remain healthy. The Committee has implemented a few initiatives that will reduce our cash holdings a bit over the next 12 months, will benefit members and are in the regulatory rules we must operate under.

Our membership has continued to increase and we now have 335 full members. This is fantastic but I expect there are another couple of hundred sidescreens out there whose owners will benefit from membership of our club. I and others have found quite a few of the new members through various Facebook groups. Keep your ears and eyes open, make use of the brochures and let's see if we can build the membership further.

I'm looking forward to the next year as we (hopefully) get back to normal and I hope you all are too.

All the very best.

John McCormack

President TR Register Australia

WANTED:

1. Townsville Member Henry Burke has sold his restoration project and is looking to buy a driveable TR that is suitable for a rolling restoration.

Henry is willing to travel to inspect cars and can be contacted on 0408 779 588.

2. 3/8 " letters and number stamps must be old style [flat top 3 not like this]
1/2" stamps E B or complete set

Phone 0417828030 or email frenchie55@bigpond.com

Ken Le Mesurier.

FROM THE SECRETARY

The Annual General Meeting of the TR Register Australia Inc was held on Tuesday 8th June. As well as the committee, five members dialled into the meeting giving a total attendance of 16.

The meeting was straightforward with no notices of motion received prior to the meeting and after the tabling of reports the election of officers was conducted.

Brian Richards was the Returning Officer and as there no contested positions all candidates were declared elected.

The Elected Committee Members are:

President – John McCormack

Vice President – David Ferguson

Treasurer – Tony Xerri

Secretary – Bob Watters

Membership – Tony Knowlson

Parts (new and used) – Mal Munro

Regalia – Chris Olson

Web Manager – Ross McLeod

Historian – Bob Watters

Committee without portfolio – Peter Clarke, David Pearce and Russell Holliday

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.

There are three vacant positions on the committee, anyone interested in filling one of the vacancies should contact the President to discuss the role.

Thank you to all the members who give freely of their time to keep the club operating successfully.

Bob Watters
Secretary

2022 CALENDAR

The request for photos for the 2022 calendar only prompted replies from 7 members so interest in the calendar, which has been falling each year, has reached a point where producing a calendar is not worthwhile. When the first calendar was produced in 2017 there were over 50 members who submitted photos.

It's disappointing that this decision has been reached but to make the calendar viable 50 copies have to be printed and, based on the low response, it is doubtful that 50 copies could be sold.

My apologies to the members who did contribute photos (which are all great pictures) but without support from the wider membership the financial risk to the club is too great.

There is nothing more worthless than an outdated calendar.

As a private project I will produce a personal calendar from my own photo archive so if anyone would like to purchase a copy please get in touch with me bobtr3@gmail.com or 0408 502 350.

Pricing would depend on how many copies are ordered but \$25 including postage would apply if there are 10 ordered.

Bob Watters

MEMBERSHIP REPORT

Hi Folks,

Please remember 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, these cards have been printed and should be issued ASAP. 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

Nine new members have joined :-

QLD - Keff Johnson from Kuranda with a TR3a

ACT – Alan Caldwell from Giralong with TR4a

SA – Michael Barker from Glenelg re-joined with TR3

NSW – Nick Paros from Bexley with ex Ray Rogers TR2

WA – Graham Drabble from Daglish re-joined with TR3a

VIC – Max Tucker from Herne Hill re-joined with TR3a

NSW – Glen McCormack from Croydon Park using John's car

QLD – Helen Wilson from Nobby with ex-Joanne Mcewen TR3a

ACT – Mark Sandell from Harrison using TR3 from Geoff Sandell

Tony

Email :- knowlson@optusnet.com.au

ATTENTION ALL MEMBERS WITH EMAIL

The following emails are bouncing back to the sender, can the owners of these emails please confirm their correct email address to the Secretary.

The TR Register Australia limits emails to members to only those that are absolutely necessary and it is important that all members receive the information.

Your cooperation is appreciated.

Bob Watters

Secretary

bobtr3@gmail.com

boaig@dcsi.net.au

inlmcewen@bigpond.com

michaeel.shall@bigpond.com

itsdurssty@gmail.com

moorewake@c031.aone.ncb.au

csargent@vicaustralis.com.au

EDITORS REPORT

This will be our last report. We have been very pleased to process Sidescreen for the past twelve years. We are very proud of what we have done.

We would like to thank the committee members and state co-ordinators, both past and present, for their regular contributions over the past 12 years. The technical articles received from members have made Sidescreen such a must read, and have proved there are still words to be written about Sidescreen TRs. Thankyou all for the great variety of articles– something for everyone!

We are pleased to report that Lesley Xerri will take up as editor with the assistance of Mary Bird doing the processing. A bit like me editing and Jenny processing which worked well. We look forward in particular to Lesley's photographs and Tony's drone images. There will be a period of transition and we will make that as easy as possible.

We now turn our attention to the past Sidescreens and are working on having them all in the State Library as hard copy and The National Library of Australia as digital through Trove.

Regards, Terry (& Jenny).



Jenny handing Sidescreens to the State Librarian

Trove is an Australian online library database service which includes full text documents, digital images, and lots more.

Digital Sidescreens available National Library Australia.

- (1) Search "Trove".
 - (2) Open Trove.
 - (3) Search "Sidescreen Triumph" and open.
 - (4) Note "Sidescreen Online" and image. Click.
 - (5) "Read". Click
 - (6) "Free Access" Below is "National edeposit". (In small letters) Click.
 - (7) "Browse this collection". (Green box). Click.
 - (8) Magazines come up. Click on individual magazines. Open and read.
- At this stage permission has not been granted for download.

This needs to be looked at..

VALE ROB BRADFORD

The TR Register lost a much admired member when Rob Bradford lost his multi year battle with cancer after an epic fight. Rob faced this challenge with his usual determination and throughout his illness never failed to inspire his family and friends with his good humour and concern for others.



An inspiration to all who knew him during his illness for his willingness to challenge his doctors and to search for alternate treatments. Some of these were ground-breaking and it is hoped Rob's pioneering approach will assist others suffering from the same ailments.

Rob served the TR Register as a Committee Member and as Vice President until his deteriorating health forced him to step down. Rob brought a well thought out approach to issues facing the committee and was always willing to listen to alternate viewpoints and suggest sensible outcomes.

Known as The Professor for his well-researched solutions to improve the driveability of Sidescreen TRs, Rob contributed numerous technical articles to Sidescreen and the Website. English specialist magazine, Triumph World, featured Rob's car and some of his modifications in an issue.

Rob was always ready whenever a "bonnet went up" to help out and inevitably the problem was diagnosed and a solution implemented. There are many members, this writer included, who benefited from Rob's expertise while on a run.

With his wife Jude, Rob was always ready to join TR Register activities and took part in several Targa Tour events during his illness.

Without question a real TR Man who will be sorely missed by his family and friends as well as the TR Register family.
Bob Watters



With current winter weather , this could be a member, from just about anywhere in south eastern Australia!

STANTHORPE CONCOURS UPDATE

Hi all

Stanthorpe Concours Queensland 2021 no changes to the event everything going according plan. COVIDSafe in place to the government requirements as long as the government regulations don't change.

The after tour is in place The event has some exciting things to do and places to see Still working hard on the final piece of the jigsaw

One of our reckys we made it a weekend away and a great time had by everyone Just thought the sunset in Ballina was just wonderful.



Let's hope we can put on the same show in Stanthorpe and Ballina

Never too far in a TR

Cheers

Paul Bingham
0419 740717



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

Peter Standen
M 0438413140

FITTING INTERMITTENT WIPERS TO A TR

This article is a subset of a much longer article on fitting two speed and intermittent wipers to my TR. This is about only adding an intermittent option to the single-speed TR wipers. The full article is available on the website under "Technical".

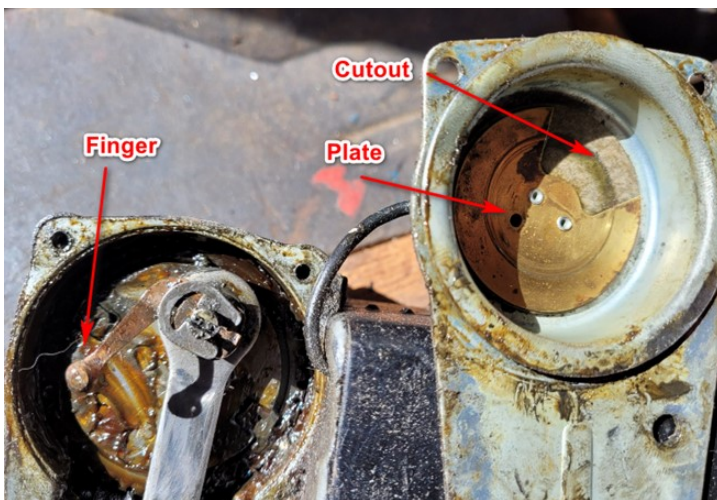
What you Need

To fit the wipers you will need:

- A switch to turn on intermittent wipers. Any on/off switch will do.
- A 5 spade relay to switch between normal operation and intermittent operation
- An intermittent circuit board
- A knob for the rotary switch on the intermittent board
- A box to hold the board

The Theory of Wipers

The wipers have a single power supply and are activated when the other end of the circuit is earthed. In other words, there is constant power to the wiper motor. Within the motor is an armature that has an earth wire. To operate, you earth the armature wire. The knob on your dash for a standard TR single-speed wipers connects the single armature wire to earth.



So how does the wiper park itself when you turn it off? The earth wire is connected to an earth within the motor through a fixed disk. To park the wipers you want the main gear wheel to stop in a particular position. On top of the wiper motor main gear is a copper finger that rotates on a plate. When the wheel rotates so that the finger hits an insulated cutout in the cover, the line to earth is broken and the motor stops.

Intermittent Control Box

An intermittent circuit board pulses on for one or two seconds at a given frequency. The frequency is determined by a rotary knob. If when it pulses on, it starts the motor rotating such that the finger is out of the park insulated area, when the pulse ends, the park will take over and complete a rotation of the main gear.

All that is needed is a circuit board that can provide that pulse on for one or two seconds, and a way to regulate the frequency of the burst.



I found one on the Internet out of the UK. It is not specifically for intermittent wipers but it does the job. It was not expensive. The freight was about as much as the unit.

The number was MX041-1. The maker is Maxx Tronic.

There is a Hella unit designed for Intermittent wipers but it is very expensive, and not available in Australia when I checked.

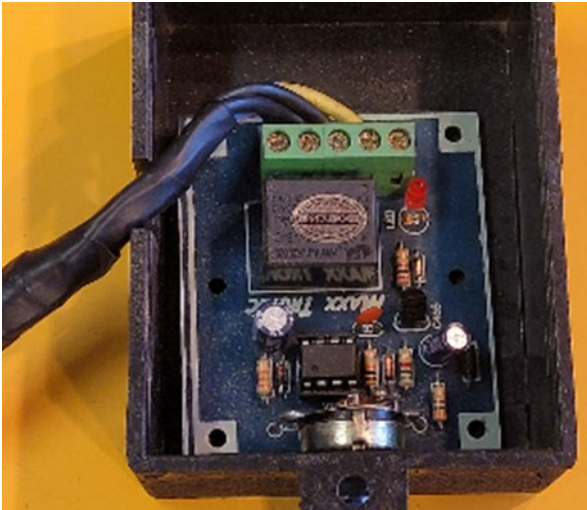
The unit has five connections at the back. They are:

1. +
2. -
3. NO (Normally Open)
4. C (Common)
5. NC (Normally Closed)

Normally open means when no power is applied, or between cycles the link to the common is open. When one of the cycles happens and the board pulses on for a second or two, this connection is closed. Normally closed is the opposite.

The + and - are the power to the circuit. At the front is a rotary switch to adjust the frequency of the pulses. There is also a red light on the board which comes on when the board switches on during the frequency bursts.

All this is housed in a small plastic box courtesy of Jaycar. You will need to drill a hole in the front of the box to fit the rotary switch. You will also need to pick up a knob to push on the rotary switch. All are readily available.

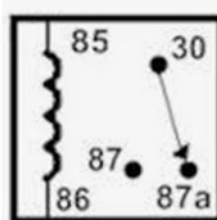


Bulkhead - Black - 88 x 69 x 33mm

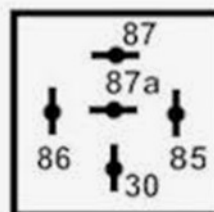
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\$4.75

I decided to mount it on the support between the dash and the firewall just near the centre console of the car. If you turn the box upside down, the flanges on each end can be attached to the support. I decided to make a small extension about 12 mm to the flange to make it easier to mount. The shaft of the rotary switch is very close to the flange so it is a tight fit. It also moves the box back just a bit so it is not so likely to catch on to anything. I already have a radio fitted in that area so it slots in beside the radio. You could mount the relay at the back of the box.



Schematic



5 Pin View

The Circuit

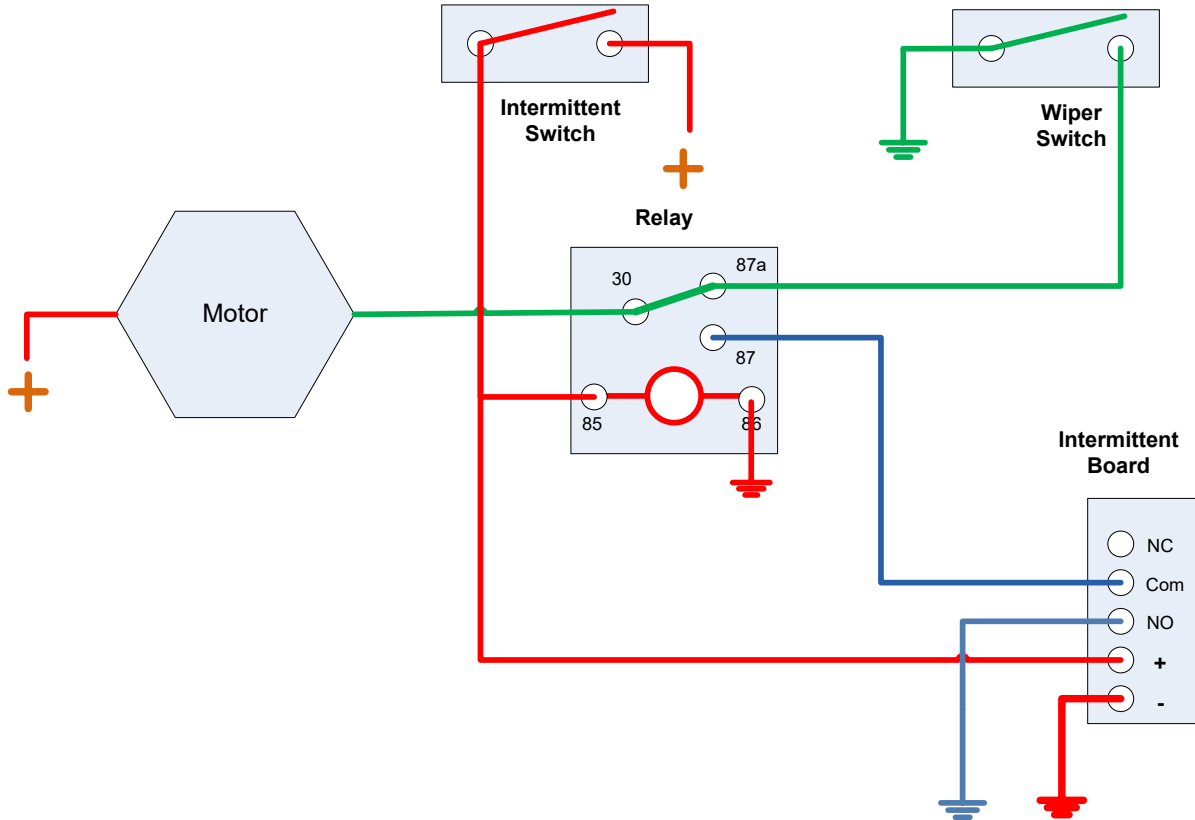
A quick digression to refresh your memory on relay wiring if you have not done it for a while. You will need relays with five spade connectors.

85 and 86 are the power supply that activates the relays. 30 is the common.

When the relay is not activated, 30 is connected to 87a and 87 is open.

When the relay is activated 30 is connected to 87 and 87a is open.

So 87a is NC (Normally Closed) and 87 is NO (Normally Open).



With nothing turned on, there is no path from the motor to earth. When the wiper switch is turned on, the motor is earthed through the wiper switch. When the intermittent switch is turned on, the relay is activated. Terminal 30 is connected to terminal 87 which connects the motor to the common terminal on the intermittent circuit board. Power is also supplied to the intermittent board which causes it to pulse at a certain frequency.

When it pulses, power flows from the common through the NO terminal to earth. The motor starts moving, and the park arrangement completes the cycle after the pulse ends.

Summary

I did a much more extensive exercise combining two speed and intermittent wipers so have not tested this arrangement. It works perfectly on two-speed so no reason to think it will be any less successful for single-speed. It is not a complex arrangement and parts are readily available. I hope someone can try it out and report back on how useful you find intermittent wipers.

Neville Turbitt

BODY OFF, 'JUST 18 BOLTS', OR SOMETHING TO DO DURING (THE 2ND) COVID LOCKDOWN!

During the first Melbourne shutdown, we painted the house, the second shutdown needed more consideration as it was clearly going to be for some time and no likelihood of any racing activities. Since 2013 when I bought the 1954 TR2 we have rebuilt the main mechanical components, engine, gearbox, axle, diff and brakes but I had not checked the chassis itself. although it looked ok from underneath we had had one crack repaired and as it had been a competition car since 1976, it had probably had a fairly stressful life. With the encouragement of 'there are only 18 bolts holding the body to the chassis', it seemed the time had come!

There are various ways to remove the body from the chassis, you can leave the engine and gearbox in place or you can remove the engine and gearbox first which is the approach I took as I needed to strip the chassis anyway and with a fairly low ceiling in the garage it reduced the height necessary to clear. Also because I was not doing a body or trim renovation, I left most of the wiring and trim in place. First step remove the front apron and radiator, then the seats and gearbox cover.



Remove manifolds, carburettors, starter motor and generator. Remove engine mounts and gearbox mount. A trolley jack is useful to ease engine up while removing mounts! Lift engine and gearbox out as one unit (without a load compensator, this is a two man job, with one lifting the gearbox up and over the steering and front chassis cross member). The other pulling and steering the engine hoist. Then remove the steering column and steering box.



Now we need to find the 18 bolts... These are shown in the workshop manual or if not available the Moss catalogue is a good reference. Two at the front, two either side of the engine on the tower braces. 10 on the passenger compartment floor. two at the rear, behind the rear wheels. Brake pipes need to be disconnected where they cross from the chassis to the body, wiring is more or less contained within the body but there is a connection to the brake light switch



The frame needs to be securely located on 4 axle stands with the wheels removed to enable the legs of the engine hoist to fit under. The hoist can then be used to lift first the front and then the rear (I used the roll hoop) to check that all is clear. Depending on available man power. the weight of one end can be taken with the hoist and two people at the other end the body can be lifted up and off. Handbrake needs to be on (vertical) and blocks of wood available to put the body down and clear the engine hoist legs.

That was the easy bit, now the messy job of removing suspension, exhaust, brake pipes and cleaning the frame. i found an angle grinder fitted with flapper discs the easiest way to clean up the chassis prior to checking for straightness and adding reinforcement and easy bit, now the messy job of removing suspension, exhaust, brake pipes and cleaning the frame. The work necessary depends on the use the car is going to get. Obviously the first priority is addressing any damage or corrosion issues. The use of a chassis jig is clearly useful at this point, although a preliminary check can be made by following the workshop manual's guide on checking for accident damage. essentially dropping plumb lines from 8 key points on the levelled chassis onto the floor and then checking the diagonals. helpful if a wheel alignment check is performed before starting as this will provide a guide as to any likely misalignment in the chassis. There are various books that provide information on the reinforcements required. Kits of ready cut gussets can be obtained from people like TR Revington. There is quite an emphasis (in UK sources) on reinforcement in light of possible corrosion damage, Although my chassis had been well used I did not find any signs of corrosion but this mainly because the car has always been garaged.



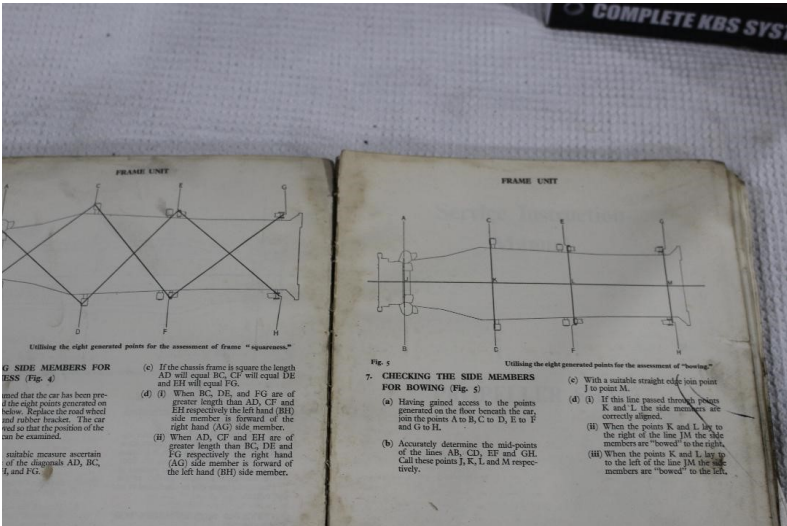
Flapper disc and wire brush together with the angle grinder used to clean chassis prior to welding.



Threaded rod and angle bracket used to compress the front spring (after damper is removed).

(TR2 has front drum brakes!)

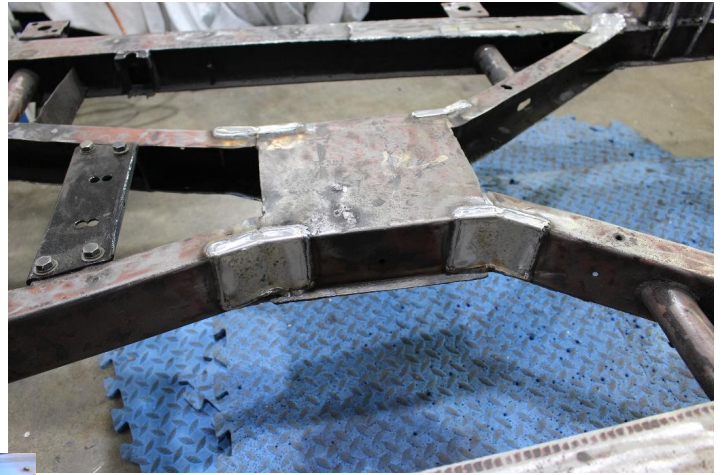
Workshop manual offers guidance for checking chassis straightness





Rear spring front eye bolt can be hard to remove and usually needs replacing (stainless available from UK or liberal use of 'Copperease' on standard bolt)

Chassis reinforcement - Roger Williams book 'how to improve TR2-4a' gave some clues. Note doubler on inboard suspension mounts,



Following advice from Geoff Kelly, after repairing cracks and damage we moved onto to adding gussets to positively stiffen the chassis. note gussets to crossmember and support for tower. (Note: the light grey finish, below, is what the frame looks like just after sand blasting just prior to painting).

The rear spring hanger is a known weak point, 1" water pipe is a snug fit inside and again gussets added. As the chassis is made of 16 gauge steel, that is what I used for all repairs, flitch plates and gussets.

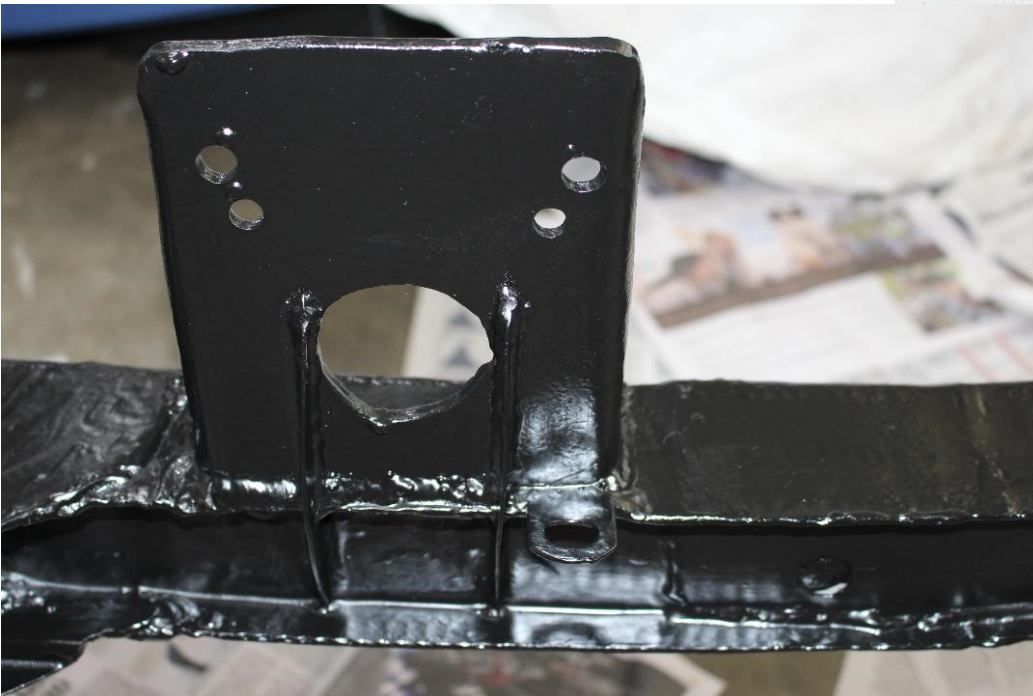


Flitch plates were added where the chassis is narrowed (see above photo) at the front and at the rear where it kicks up

Once the chassis has been sand blasted, it is important to get a protective paint on as soon as possible (within 24 hours). I used the Australian product 'KBS'. It spreads easily and flows well to get a good painted finish, very durable and proof against all solvents, so gloves and disposable brushes are necessary!



Below are the reinforced rear damper brackets, now painted.



All chassis joints were gusseted

Now the fun bit –

REASSEMBLY!

David Orchard



LENNIE LUCAS

In 1860 Joseph Lucas, a jobless father of six, started making pressed metal objects like scoops and buckets. By 1875 he realised that Lucas was Latin for light and saw it. Initially he did ships lamps but the bicycle was becoming popular so he expanded to Bicycle lamps. "King of the Road".

Needing a particularly strong British image he lit upon the "Lion rampant with torch". Richard The Lionheart, was fond of it and it appeared on his battle pennants. The royal family to this day honour this image as does Scotland. Within the company the lion was simply referred to as "Lennie"

His image rarely appears on headlights the torch being preferred though poor attempts were made.

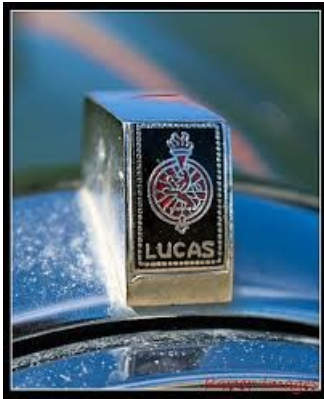
By 1902 they moved into automobile electrics. As the British auto industry boomed so did Lucas. They progressed, working on such projects as the Whittle jet engine project. After WW2 they expanded to include brakes, fuel injection and aerospace.



The Lucas
"King of the Road"



Side Lamps

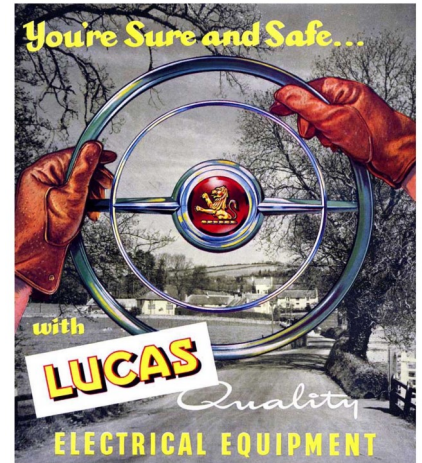


In all of this Lennie no longer struck a chord, being too British in an international market, and so he was quietly semi-retired in 1974 and fully by 1994. He was replaced by a corporate logo, a white diagonal on a green background.

He became the butt of jokes like "Lucas, Prince of Darkness". There are many but they are unfair. There are many thousands of vehicles wandering around quite happily in old age. One could point the finger at Delco-Remy, the American equivalent with similar old age

problems.

Ultimately the British Automobile industry declined but the company still employs over 90000 spread across the world. The old factory at Newton in Aston-Birmingham was closed and on the site arose wonderful new housing to accommodate the former factory workers. At the entrance to the estate appears the biggest, brightest and best Lennie ever!



Col Winston
Lucas-Owen.
(retd)

Lucas
Enthusiast
Collectors
Society



SAPPHIRE COAST CHAPTER

The Sapphire Coast Chapter send condolences to Jude Bradford and the family after the recent passing of Rob Bradford. Rob and Jude were frequent visitors to the Sapphire Coast and Rob will be sadly missed by all who knew him.

The Chapter had the equivalent of a royal visit when Founding President John Murn dropped in for coffee at Blend on his way home from the Winton Historics. In another first for Tathra John was driving his Iso Lele, one of a handful in Australia out of 285 built, with Italian styling and a Chevy V8 it is a fabulous package.

Four couples from the Chapter attended the recent TT around the Shoalhaven which featured the best weather ever for a week-long event. There were a few mechanical niggles but everyone made it home safely.

Thanks again to Terry and Jenny Hicks and to Bruce Hoskins who are stepping down at this year's AGM for all of their hard work over many years.

Welcome to Ross McLeod who has volunteered to take over as Web Manager from Rick Fletcher. Rick has been looking after the website and club database for more years than he cares to remember and every member appreciates his hard work and dedication. Enjoy your retirement Rick.

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

Bob Watters



Some of the cars at Jamberoo for coffee on the recent TT

BIG THING!

Jacqui and I were at the Kernewek Llowender Cornish festival last weekend.

It has, as part of its attractions, a Cavalcade of cars. About 500 cars of interest travel in convoy through Wallaroo, Moonta and Kadina (The Copper Triangle).

In the town of Wallaroo I ran into Norm Beechey (Australian touring car champion 1965 and 1970) and snapped this photo.

I thought it might qualify for the 'something big' picture forum.

PS the car is a 1955 Ford Mercury Montclair SunValley, note the glass roof.

Cheers Peter Ruta Adelaide.



NSW REPORT

Well it is good to get out & about again & go Tring. We did back off a bit with runs as we have yet another country TT followed by the Concours to look forward to. Numbers for both are showing virtually full.

Our monthly coffee runs are seeing the same old faces still rolling up as well as a few extras not seen for some time, which is good.

Our last meeting at the Pie in the Sky saw 8 members & their spouses roll up for a beautiful sunny day to start winter.

A brief outline of 2 other outings is below.

Narooma Oyster Festival 30/4 – 2/5/2021

We had 7 cars attend including the Mitchells all the way from Orange, as well as Chris Olsen from Bathurst & Roger Harrison from Port Macquarie. The remainder gathered at Sutton Forest after driving through thick smoke from back burns. The smoke really didn't lift much when we arrived at Braidwood for lunch to see ash dropping all over the cars. The country drive to there & onto Narooma was very pleasant, even though Russell set his usual cracking pace.

As festivals go in Covid times this was well organised. The first night was just sauntering around slowly visiting a few food tents & just 2 oyster tents.

The next day it was full on with about 8 oyster tents, cooking demonstrations, more food & drinks as well as non-stop music. Dinner was at the golf club, which had spectacular views, until dark.

Australia Rock (as featured on our TR Calendar

Oyster Festival fireworks



Our return drive was via the Kangaroo valley, which included a stop at a wonderful garden off the beaten track out of Bowral. We were also joined by Ian & Suzie Wall that day, as well as catching up with Keith & Dotti Manning who live in lovely Narooma.



Morning Tea at Ian and Susie's



TR NSW Garden Club

Day run to Woy Woy

On yet another glorious day 16 of us gathered for lunch at Fisherman's Wharf. It is a very quiet place, no wonder Spike Milligan lived there.

Great food right on the water & of course great company.





Cheers,

Andrew Ross
NSW State Coordinator
0412 274 635



Weekend Farm stay at Chris Olson's Goat Farm

A Troop of hired help arrived at Laffing Waters, after late lunch courtesy of Pikes Peak, supplemented by Bob and Rob Adams from far flung Victoria and Alan and Cherylyn from close by at Orange. Many farm tasks accomplished: woodshed full to overflowing.



Jenny Hicks

NSW EVENT TEAM

The next few months will be busy with many planned activities for your enjoyment. Please note that there is a slight change in time for coffee at Common Ground, in Picton.

Day and other Runs in June and July

GEAR racing at Wakefield Park, starts at 9.30am on *Wednesday 9th June*. Contact Bob Slender for more information.

Bulli Beach Run Sunday 25th July to lunch at Bulli Beach Café, 68 Trinity Row, Bulli. Meet at McDonalds Heathcote at 10.15 am for 10.45 departure. Contact Kerrie for booking numbers by 18th July.

Coffee Mornings in June and July

Pie in the Sky, Cowan

10am *first Wednesday* of the month. *2nd June and 7th July*. Contact Andrew.

Common Ground, Picton

11.30am the *third Wednesday* of the month. *16th June and 21st July*. Contact Jenny Hicks. In the cooler winter months of June, July and August, we will be having lunch instead of coffee.

Blend Café, Tathra

every *Wednesday* of the month. Contact Bob Watters.

TSOA coffee

10.30am the *last Wednesday* of the month. Carss Park *30th June* and Oasis Terrace, Mulgoa *28th July*. Contact Keith Higgins TSOA.

NSSCC Auto Brunch Cars & Coffee

first Sunday of the month 8 am, St Ives Showground *6th June and 4th July*. Contact Andrew.

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. If you want to join the run, this is your final chance to do so. Make your own accommodation arrangements, as previously advised, and then please confirm your attendance with Kerrie. If you are a local nearby in any of the locations where we are visiting, please make contact with us and perhaps join us for dinner. We'd love to see you.

Upcoming Events later in the Year

Travelling to Stanthorpe for the **National Meeting**. If you want to travel together to the National Meeting we are leaving Sydney on *Thursday 26th August* and staying overnight at the *Country Capital Motel, Tamworth* (including a hot breakfast and barista coffee...yum). If you want to join this group, make your own booking on 02 6765 5966 and notify Kerrie or Andrew. Tamworth Motor Inn is across the road and there are many others nearby.

Tulip Time Run to the Southern Highlands Sunday 26th September. Visit 5th Chapter Estate Gardens followed by lunch at Burrawang Village Hotel. Contact Jenny Hicks.

Wings Over the Illawarra at Shellharbour Airport is on *Sunday 14th November*.

Our club is registered for attendance in the historical vehicle display. Drivers receive complimentary admission to the event, \$50 adults or \$40 pensioners.

2021 is the centenary year for the Royal Australian Airforce and promises a magnificent flying, along with other exciting exhibits including the NSW Drone Expo.

Our cars must enter all together prior to 8.30am. Gates are then locked and cars depart from 5pm.

Please register directly on the Wings website, using the dropdown menu for our club and advise Andrew of your attendance.

As it's a late afternoon departure, you may also consider avoiding driving back into Sydney Sunday traffic, by staying nearby overnight. Some of us have booked at *The Sage Hotel*, 60-62 Harbour Street, Wollongong. If you book online, you get breakfast as well.

Kind regards,

Kerrie Holliday

On behalf of the NSW Event Team

Andrew Ross, Jenny Hicks and Kerrie Holliday

Thanks to Kerrie Holliday for the photos

QUEENSLAND REPORT

We have all enjoyed a year of relatively covid free interruptions to our motoring calendar. We have held runs/meetings every month with some in combination with TSOA Qld and the Morris club in Toowoomba.

Highlights have been the TRip to Longreach last September for a look at Outback QLD which was so good that we have just completed another round TRip to Mt Isa (4500 km).

We were joined by Rob and Lucy Noonan from NSW and visited Tony and Sharyn in Townsville.

Brisbane		
Miles	337	4.25
Charleville	408	4.5
Blackall	300	3.25
Blackall		
Winton	393	4
Winton		
Mt Isa	468	5
Mt Isa		
Winton	468	5
Charters Towers	363	4
Townsville	136	1.5
Townsville		
Mackay	380	4.5
Yeppoon	369	4
Bundaberg	330	4
Brisbane	400	4.5
	4352 km	



We visited the Cosmos centre in Charleville on a perfect night for star gazingno moon and no clouds. We went "Beyond the Black Stump" at Blackall, visited the newly completed Dinosaur Centre outside Winton, Crocodile Dundee's Walkabout Creek Hotel at Mckinlay and went underground at Mt Isa for a mining experience.



There were a couple of incidents with cars along the way but nothing that was not fixed with the help of fellow travellers. (Seats out, carpet up, gearbox tunnel removed, broken gearbox mount removed welded and all replaced to be on our way in just over 2hours)



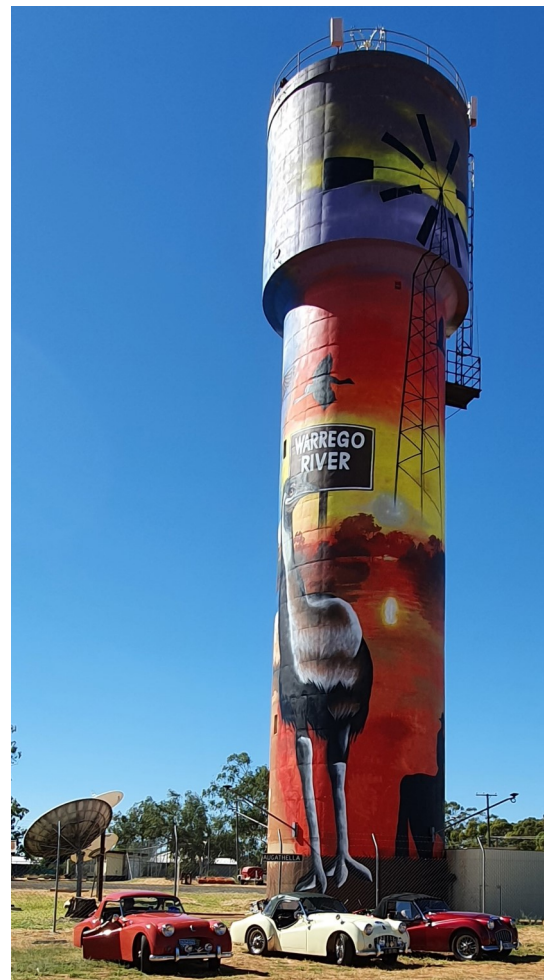


We are now pursuing ideas for next year's adventure.

Paul Bingham has been full on with organizing the coming National Meeting (Details elsewhere) so hope to greet you in Stanthorpe soon.

Thanks to Jenny and Terry for their time and efforts with the magazine and also to Rick Fletcher for working the club website.

Peter



Thanks to Carol Gray for the photos.

THE ALL TRIUMPH CHALLENGE

– putting ‘sport’ back into motorsport.

Come and enjoy a weekend of motorsport with something for everyone and every Triumph lover!

Come to regional Victoria - and enjoy the experience of the All Triumph Challenge at Winton Motor Raceway near Benalla where the celebrated Triumph sports cars will be showcased in a new and exciting event called the All Triumph Challenge. Held over two days and based at Winton, Victoria, this event will be like no other in the past, with activities for ALL our members, both on – track and away from motorsport.

There is plenty to do and see with great parks, eateries, galleries, wall art and so much more at this not to be missed event at Winton Motor Raceway.

A great social event with everyone welcome

If you don't want to compete, come up and join the fun – it's a club run, a car show, a competition meeting all with scenic touring and gourmet food all rolled into two days!

Saturday

We'll have a "Show n' Shine event for all of our Triumphs in all their beauty. We have booked the Winton skid pan for a driver training session and a motorkhana in the afternoon. This provides a series of safe but challenging competitions to test your car control. Drivers can be from 12 years old; passengers can be carried and it's designed to be fun! Bring the grandkids!

Sunday

THE ALL TRIUMPH CHALLENGE. This will be a special event featuring only Triumphs of every year and model. You can drive around the circuit at a pace of your choice so if you have ever wanted to try driving around the Winton circuit with minimal cost and maximum fun and safety, get an entry in! This includes the WWQMS Sidescreen Trophy, an award to the best placed older Triumphs. So come on TR-Register, let's see those beautiful cars on the entry list!

AND off track.....

- The dinner on Saturday night is always a highlight with the Triumph family and friends getting together over excellent meals and tall tales and true. It's a good chance to catch up with our interstate mates as well.
 - The area around Benalla contains lots of natural beauty, great food and wineries, culture and excellent touring roads. The "Enjoy Benalla" tourist bureau are generously supporting us with great ideas for sightseeing and touring. If you don't want to spend your day at the track:
 - o Brunch is waiting for you in the excellent cafes of the main streets of Benalla, Merriwa and other hamlets.
 - o The Benalla Art Gallery is the best and most diverse gallery in regional Victoria
- Benalla is home to some magnificent wall and silo art which is spread throughout the town and surrounding country.

WEEKEND ACCOMMODATION - an updated listing of available accommodation is available on the TSOA Victoria website.

TOURING RUN, SHOW AND SHINE, DRIVER TRAINING, MOTORKHANA'S, GREAT SIGHTSEEING, THE ALL TRIUMPH CHALLENGE - THIS WILL BE A ONE-OFF WEEKEND WITH SOMETHING FOR EVERYONE AND A GREAT TRIUMPH CELEBRATION NOT TO BE MISSED! BOOK NOW!!

Bill Revill

A GREAT MOVIE WILL BE MADE OF THE WEEKEND!!

This will be a special weekend, as a professional film crew have been engaged to make a movie of the event. This will have National and International distribution, so if you want to see you and your Triumph on screen, this is the perfect chance. Don't miss it – it's a once-in-a-lifetime chance!

ALL TRIUMPH CHALLENGE

14-15TH AUGUST 2021 | WINTON RACEWAY VICTORIA



TR- REGISTER RUN - EDDINGTON SPRINTS - MARCH 2021

Bill Revill and Gary Waite

The Eddington Sprints are a historic racing institution in Victoria. Despite COVID cancellations and the fuss of 2020, this year saw the 37th annual running of the sprints. The hard work of running the event was done by the Eddington Sprint club and the Bendigo Car Club, with our own Peter Standen of the TR-Register one of the dedicated organisers. Eddington, a small hamlet set in the beautiful and historic Bendigo/Castlemaine area, came alive with over 80 competitors, ready to run on the straight quarter mile track. Eddington Sprints is both a race meeting and a car show: Admission and pit entry is free, so spectators can mingle with the drivers, get up close to the cars for a detailed look, then the same cars can be seen, heard, smelled, and enjoyed at their best on the track. It's so much more exciting than just a static display day.

The event attracts the most diverse collection of mouth-watering cars imaginable: From historic vintage machines, some over a hundred years old, to more modern and faster machines such as early Mustangs and Corvettes. The variety of cars was wonderful and all of them looked brilliant speeding down the track – the field includes sedans, sports cars, and single seaters in a cascade of colour, with cars running down the track every 30 seconds or less – nobody gets bored! Who can pick a favourite car- the bodyless 1920's Fronty Ford T-model? John Lakeland's immaculate 1930's Triumph Renown with a Jaguar engine? The tiny Austin 7 specials from the 30's or the giant 1960's Mustang or Corvette, both with thundering V8's and under 14 second times? The whole field is packed with beautiful, exciting cars, too many to choose one!

The hardworking TR-Register team of Victorian Coordinator Gary Waite and Goldfields Chapter's Peter Standen organised this as a TR-Register event and club run for the weekend, so a group of Register members turned up to watch. Everyone had a pleasant and sociable day, watching the cars and chatting. Members at the ready included Peter Riley (TR3A), Geoff and Noelene Bowman (TR3A), Mike and Trish Hall (TR4), Peter Standen (TR4), Bill and Danute Revill (TR3A) with John and Leonie Johnson, Hugh and Merridee Burrill and Gary and Robyn Waite in their daily drives. The only Sidescreen in the competition was run by Bill Revill in the TR -3A, with Fraser Faithful and Andy Ansell in their Triumph TC 2500 and the TR 7 'choc wedge' respectively.

Sprinting is easy and it has its own charm. It's different to most events, because when you line up at the start for one of your five runs, the finish line is visible, stretched out down through the tree – framed long straight. Just a straight-line sprint is easy, but paradoxically, the simpler a task is made, the better you need to perform it to make a difference! In a short sprint, the start is vital – a burnout to clean the tyres, reverse to the line, then balance the clutch to get just the right amount of wheelspin off the line. Then flatten the throttle and concentrate hard to use the exact rev limit in every gear and make each gearchange as neat as possible. Flat through the final speed trap and slow down, then back on the return road to relax, chat and spectate until the next run. Results? Fastest time of the day was the mighty Corvette, well inside 13 seconds. I won the Group Sa class in the old Triumph (Hooray! We beat the MG's!) with a best time of just inside 18 seconds. But results didn't matter, the day was fun, the excellent Saturday night dinner with all our TR – Register friends was great, and it capped off an excellent weekend of fellowship and motorsport.

Want to have a go yourself?

It really doesn't take much – you need to be a member of a Motorsport Australia affiliated club and have a Speed – level licence (no medical needed, apply on the website, costs \$120, it lasts a year). You need seat belts, a crash helmet (cost is between \$90 and \$Thousands, mine was \$89) and fire extinguisher (\$30 at Bunnings). It's optional but you DON'T need a full fire suit, roll bar, logbook or many other bits and pieces just to have a go if you are driving a road registered car.

Entry for Eddington Sprints is \$60 and if you choose to compete in khnacrosses at the Gippsland Car Club track, entry is \$30. Hillclimbs are about \$80. That must be good value for a full day's motorsport!! Come and have a go next year or try the Gippsland Hillclimb at which the TR-Register will visit later this year.

In summary, what a great day!! A club run, a classic car show, a chance to see and hear some selected racing machines from the last century performing at their best, a social event and an excellent victory dinner for the mighty Triumph sidescreens!

Thanks to the TR – Register team of Gary and Peter for organising the day, the Bendigo car club for running this historic event for 37 years and all our TR-Register members who turned up and enjoyed themselves!! Let's go again in 2022!

TASMANIA REPORT

Picnic at Ross – Sunday 2nd May 2021

It was a very foggy morning to start with in the Northern Midlands. Leaving Longford at 9.30am was John Kay (TR4A), David Pearce (TR3A) and David Lake (TR4). Travelling with the Flying Mile Cruisers was Jeff Mount (E-Type Jaguar). From Woolmers we travelled to Campbell Town by the Panshanger Road at about 80 kph due to the poor visibility till it cleared before reaching the Midland Highway at Campbell Town and then on to Ross.

Picnic at Ross was about the first of the regularly attended events that we have been to for some time due to the Covid 19 impacts. There have been some changes to the event over the past couple of years with the Post Vintage Car Club withdrawing from organizing the day and the local business community taking up promoting the event. The cars have now come back to the village streets rather than parking on the Community Sports Ground some three blocks away and thus pleasing the local businesses.

As usual during autumn there had been a heavy fall of leaves from the trees lining the main street. There was a good roll up of vehicles from both ends of the island, my guess would be around the 300 mark. Cars from the late 30's through to the 80's were represented in good numbers and in the main were of British and Australian origin, so a lot of Morris and Minis plus Austin, Ford and Vauxhall as well as Holdens, such as EH, Torana and Monaro plus some Fords. Spotted 10 Triumphs all up, apart from our starters another 2 x TR4A, TR6, TR7, 2x Stag and 2000. A Standard 10 with bonnet up interested me as I understood that the Peerless GT radiator was sourced from the said car. Dimension wise that seemed to be the case with the exception a top tank was tailored for the Peerless. John Kay found another TR4A that he had not seen before.

Mid afternoon we set off for home by the way we came and about 5 kms out of Campbell Town the TR3A suddenly went quiet. Jeff pulled in behind me and I caught John on the mobile. My first thought was the repo fuel pump had dislodged a valve but there was fuel in the bowls and was able to prime through the line. Next was to replace the condenser with a nil result. Should have changed the rotor button then but first proved there was spark from the coil. On with a new rotor button and voila ! it fires up. Good thing that I carry a new one with me having had 3 failures in transit over 23 years, first time about 11 kms out of Holbrook in 1998, then about 10 kms from Yass around 2012 and now again. Was soon home afterwards with another 104 miles for the day.

Targa Tasmania 2021

After last years cancellation the 29th event was run between Monday 19th and Saturday 20th of April. There was a scheduled 37 stages with 620 kms of competition out of a total distance of 2437 kms. This year there was some 311 entries with 150 spread over some 10 touring groups including 3 marques, Porsche, Lotus and Ferrari plus the Shannons Classic Rallye and other diverse tour groups. The 161 competition entrants filled the usual categories.

Jason and John White in the 2016 Dodge Viper were the regular favourites aiming to equal the 8 wins of the Richards / Oliver combination. However for them it was all over on day 2 with a crash and burn at Moorinah in the north-east.

This years event was marred by tragedy. In the previous 28 events there had been 2 fatalities. This year 3 experienced competitors lost their lives in 2 accidents on consecutive days being the second last and final days. On the Friday Shane Navin of NSW rolled his 1979 Mazda RX-7 into a culvert and on the Saturday Leigh Mundy of Hobart and Dennis Neagle of QLD in a 2019 Porsche 911 GT3 RS lost control in gravel and collided with a tree near Cygnet.

Overall winners this year were Eddie Maguire and Zak Brakey in their 2016 Dodge Viper. Jon and Gina Siddins took out the Classic GT in their 1970 Datsun 240Z and Ashley Yelds and Mary Hughes in a 1961 Volvo 122S took the Classic Handicap.

Regrettably this was the first time that the TRIUMPH marque had not been represented at Targa in competition or touring. Previously there was only one year when a Triumph did not appear in competition. It would seem that we have come to the end of an era.

Thank You

In the last issue I acknowledged the work of our retiring editors Terry and Jenny Hicks and this time with the recent change over of Webmaster to Ross Macleod I would like to acknowledge Rick Fletcher's sterling service over many years. The website has been a great resource on many fronts. My view has been that Sidescreen and the Website have been the gel that keeps our nationwide club together both being informative and interesting. One of Rick's most significant actions was in organizing the first TR Register Tassie Tour in 2001. It exposed many of the

Tasmanian members to the sight of more sidescreen TRs than that they had ever seen before and the opportunity to meet more members. It encouraged a few of our local members to think about making the trip to a National Meeting. So successful was that tour there was to follow more TTs in most of the states organized by others as well as the After Tours following the annual Concours. Following on from the 2007 Tassie Tour, in 2012 Rick stepped up to run another successful Tassie Tour. This suggested that it would be quite feasible to hold a National Meeting and Tour in Tasmania which duly occurred in 2017. Thanks Rick.

Vale – Rob Bradford

With Rob's passing we have lost a great contributor to the TR Register. Rob's contribution was on many fronts, from an engineering view one only has to read through the Technical Tips volumes or hit the technical tab on the Website home page to see the sheer volume of work. Rob served us well as Vice President bringing stability with his wisdom and communicating through his Club Matters page. He was also a great promoter, for example his Triumph World magazine write up and then of course putting the TR out there in the Targa Tasmania. Rob had a great affinity for the Tassie roads and with Jude completed three Classic Rallyes in 2015, 2016 and 2019. They also did the 2007 and 2012 TR Register Tours. It doesn't seem so long ago since some Launceston members dined with Rob and Jude at Franco's during Targa 2019.

Our Cars

Hugh Maslin has completed his TR2 restoration finally and is ready for the Stanthorpe trip. The original intention was to have it ready for the 2020 event. But.

Winston Quaile lifted my spirits recently when he let me know that he had pulled the covers of his stalled TR3A restoration and had pulled the radiator out to be refurbished. Readers might recall last September after our Bicheno Bash I let Winston drive my TR about 75 kms on the way home to encourage him.

David Lake has been learning about the mysterious world of the TR and has been replacing some ancillaries under the bonnet.

Coming Events

Monday 14th June 2021 10.00 am to 2.00 pm British Classics Launceston – NAMT 84 Lindsay Street Launceston

Friday 17th to Sunday 19th September 2021 Baskerville Historics – Baskerville Raceway

David Pearce

TAS Co-ordinator



TR 2 Ready for Stanthorpe

