

# *Sidescreeen*



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## Sidescreen submissions

Send your content with photos in a separate file (do not resize) to [editor@tr-register.com.au](mailto:editor@tr-register.com.au)

Cover photo: Lesley Xerri with Primrose, her TR3A (article page 17).

I have been remarkably busy but don't feel like I have achieved a great deal.

The main activity at the Committee level has been the Concours which has occupied a great deal of the organising team's time. Bob Watters and those supporting him have been very committed to the job and we are looking forward to a fun week with cars, friends old and new and a bit of eating and drinking along the way.

Denis Hinde has the NSW conditional registration sorted out so that seems to have been put to rest, until the next change is issued by the government.

### **New SA state coordinator**

David Stevens rang me to say he wished to stand down as South Australian State Coordinator. David has been in the role for the best part of a decade including the Adelaide Concours in 2018. Thank you David, from the membership and me for all the work you have done in SA. David is going to retain the conditional registration role and Geoff Bills has agreed to step up to take the State Coordinator role. Thank you also to Geoff who has already been organising monthly runs (for drivers who like spirited driving he tells me).

There have been regular phone calls with various Committee members on the myriad little issues that occupy our time. We had our September Committee meeting a couple of Tuesdays back and a lot of time is spent on preparing for that regular commitment. You will have already seen the Minutes of that meeting.

### **Social and driving events - part of our Register life**

Sue and I had a great time on the 'Christmas in July' four-night run out west, the lunch at Mooney Mooney and the monthly coffee mornings at Picton. I've been getting along to the Pie in the Sky coffee mornings as well. Just this week we had a lunch at Menangle Country Club, a day run to Bowral to visit Repton Park and lunch at the Sutton Forest Inn. My wife Sue coordinated the latter run - thank you darling. These social and driving events are a large part of our Register life.

The most unfortunate happening this month was Ian and Susie Wall's horrendous accident. They were stationary in a line of traffic when their TR3A received a high speed rear end impact. They both were extremely fortunate to get out of the accident with relatively minor (but still very painful and debilitating) injuries and owe a great deal to good seat belts and seats. After a period of insurance deliberations unfortunately their lovely TR3A has been declared a total loss. Ian has got the unrepaired car to consider his next move. If you have a very nice TR2/3/3A for sale - contact Ian. He may well be interested. Ian and Susie have put together a bit of a story on the accident for this Sidescreen.

### **Helping members**

I've been helping a few members with their cars and getting to meet members I don't already know.

Craig McInnes contacted me for advice on finding someone to tune his carbies. As he lives in the next suburb, I suggested he drop over to my place - which he did. We spent a couple of hours tuning his TR3A which I hope is still running well.

Dalton Veitch in Sydney's northern suburbs is making timely progress on his TR3A restoration which I've been pleased to be able to provide some help on.

John Murn had a 'fail to proceed' near my place and rang me to see if I could help. It was very near so we got his car to my place. I have a few spares in the garage so we had it sorted pretty quickly. Unfortunately while the car ran sweetly when John left my place he tells me it has started playing up again.





The daughter of the late Robert Temperly met up by chance with John Murn at an event in Cootamundra and told him she had some bits and pieces left over from her father's TR3A. John rang me and after I contacted her, I have agreed to sell the parts for her and deposit the proceeds in her bank. The parts are now in my garage and advertised on the website.

On Friday a couple of weeks ago, I had a triple treat. Paul Cosgrove called in for me to have a look at his very nice TR3A which he has for sale. I do get calls from people who are looking at buying TRs so it is good to know what the available cars are like. A bit later John Murn dropped over to return the parts we had used to get his car going. While still here Nev Turbitt also called in to pick up a pair of spare front springs I have. As it turned out they were the slightly shorter racing springs which aren't what he is after.

I received a call yesterday from SA member Keith Williams enquiring about Paul Cosgrove's car. Keith's call reminded me to mention here in Sidescreen my experience of the demand for sidescreen TRs over the past couple of years.

In 2021 I received about 8-10 calls from people wanting to buy a sidescreen. In 2022, I've not received one call except for Keith's, and he is already a long term owner and member. 18 months ago TRs were selling for historically high prices: a 3A at The Throttle Shop advertised for just under \$80,000 went in the mid \$70,000s I am led to believe. Some more average cars were selling in the mid \$40,000s. My experience is that demand has dropped, so if you plan to sell your car, I'd suggest you be realistic with its pricing. It looks to me that right now, except for exceptional cars, \$50-60,000 is the very top dollar for an excellent sidescreen.

If you bought at the higher end of the price bracket don't worry, just wait until the prices come back up.

#### **On a personal note**

Many will know I like original TRs and those cars with a bit of history. When Allan Wright contacted me that he needed to sell his TR3 and asked if I was interested in buying - I didn't need much convincing. In fact I was honoured that he asked me.

Allan bought the car in 1958 when it was two years old. He raced it (Rod Chivas sent me a Warwick Farm program from 1960 with Mr A. Wright TR3 in it), dragged it at the old Castlereagh strip (it was supercharged for a while) and used it on the road for many years. But then as the paint deteriorated the car sat idle for longer periods so that it now has only 49,600 miles from new.

The body is very straight and original but the paint is in exceedingly poor shape. It isn't the original paint so I won't feel bad painting it again. It does have the completely original interior including carpets, worn but with a lovely patina, original tonneau and soft top etc. I won't be touching these, just maintaining them.

Although it wasn't driven, Allan looked after the car very well so all it needed was a full service, tune up and a bit of sorting out to make it a superb driving car. The recent drive to Pie in the Sky was great fun but new tyres are needed before its next such run.

The TR3 is booked in for a back to metal paint job after which it will be used regularly but sparingly as befits such a time capsule.

Today (Sunday) I drove my long door TR2 out the 50 or so kilometres to the TSOA Concours at Penrith. The drive out on the M4 freeway at 110km/hr was most enjoyable on a crisp uncrowded morning. The car is running beautifully and to top the day off my car won the event. 46 years ago I won the TSOA Concours with my BRG TR2 so I was chuffed to win it again with a different car.

That is all from me. Sue and I hope to see you in Merimbula next month.

**John McCormack | President TR Register Australia**



# MEMBERSHIP *Report*

Tony  
Knowlson



Hi Folks

Well, I missed the last magazine due to a trip to UK, when bedbugs and COVID whilst in the Exmoor cottage disrupted the last two weeks of a four-week holiday - not a great success. Melbourne was a welcome sight on return.

This magazine should indicate on the address cover if you are un-financial, so please contact me to renew. If you reckon you have paid contact me to sort it out, remember if you have the car on club plates, you must be a financial member.

We are no longer issuing laminated cards, proof of membership will be emailed (or Mailed) once processed. Remember to tell us if an email changes, new mobile phone number or even removal of home phone etc. as well as any purchases of new cars etc.

## ***Changed your details?***

**Send all renewals, queries and changes to:**

TR Register Australia  
PO Box 457  
MOUNT MARTHA VIC 3934

## **Eleven new members!**

Eleven new members have joined in the last 2 periods between magazines. They come from the top end to Tasmania - extending the reach of our membership.

State	Member	From	Car	Notes
NSW	Ali Lamond (associate)	Old Erowal Bay		Daughter of John Lamond
	John Bonnici	Moorebank	TR3A	
	Jenny Hicks (associate)	Oatley		Partner to Terry Hicks
	Richard Pacitti	Vincentia	TR3A	
	Susan Tahir	Gouburn	TR3	
NT	Stu McDonell	Alice Springs		Rejoined
TAS	Kevin Robson	Franklin		Rejoined after 11 years
VIC	Richard Lloyd	Castlemaine	Italia	
	Rosa Evans	Bunyip	TR2	Restoring early model, ex NZ
WA	Ian Englert	Gracetown	TR3A	Formerly Ron Pease's car
	David Hume	Hilton	TR3A	

**Andrew Pitchford** has volunteered to take over this role from me. Andrew is a long-time member and uses the TR he rebuilt, in and around Melbourne. I will be assisting Andrew as needed, especially with database issues which we need to solve.

Tony

[membership@tr-register.com.au](mailto:membership@tr-register.com.au)



# SECRETARY'S *Report*

Bob  
Watters



The committee met on Tuesday 13 September with the main area of discussion the Merimbula Concours.

The Members' Forum has been in place for two years but has failed to garner support from the membership. This is puzzling as the reason it was introduced was from feedback in the Members' Survey that indicated members wanted improved communication between the members and the committee.

The Committee is considering replacing the Members' Forum with a National Zoom Catch Up of a similar style to the one in Victoria that was introduced during the OVID lockdown. Further details will be advised after the Committee has completed the review.

It is time for me to advise that I will not be standing for the Secretary role at the next AGM. By this time, I will have been in the role for four years and it is time for a new member to take over.

The role is very rewarding and being part of the dynamic team that manages the club brings great satisfaction. The role is open to a full member from any state and forms part of the club executive along with the President, Vice President and Treasurer.

Interested members can contact me to discuss the role. All enquiries will be kept confidential.

**Bob Watters | Secretary**

# EDITOR'S *Report*

Mary  
Bird



Hi Everyone

We are counting the sleeps until our first Concours. Like those attending, we have been thinking about spares and servicing, itineraries and plans for overnight stays on the way.

Ian Cuss has invited us to join a convoy of TRs leaving from Albury which will be fun. I am looking forward to meeting the people whose names I type into Sidescreen reports and many more I'm sure.

For those not able to go to the Concours, you can meet members in this Sidescreen.

- **Lesley Xerri** gives a female perspective on Primrose (her TR3A) and family outings.
- **Greg Parker** is a new committee member and Qld state coordinator who has tinkered with cars for years.
- **Ross McLeod** owned a TR early in life and has returned to the fold with his latest car.

There is an historical component to this *Sidescreen* with Ron Thorp's compelling escapades in his Triumph Super 7 and Jack Gault's radiator piece plus an interesting newspaper ad sent in by Paul Bingham. Don't miss the photo of John Hinton's intrepid racing on the back cover.

It is great to see so many member reports from touring in spite of a many wet winter days. Let's hope the forecast La Niña weather patterns don't play havoc too much with future events.

Our little car is put to bed for winter but Scout and I managed a little sortie together. He is more interested in drives with the wind in his hair or getting me to throw balls, than providing editorial support. Oh well - he has a dog's life!

Happy TRing

**Mary | Sidescreen Editor**



# TREASURER'S *Report*

Tony  
Xerri

I have presented a summary of the Register's finances as at 10 September, 2022.

## Firstly

Both the Secretary and I have previously asked that any member who is due a refund for the Queensland Concours, Merimbula Events or Merimbula Concours to please forward banking details to me (as Treasurer).

Send bank details to: [anthony.p.xerri@gmail.com](mailto:anthony.p.xerri@gmail.com)

- BSB and Account number
- the amount you think we owe you to my email address

Against my better judgement, the committee agreed (with the members' approval) to hold in trust, any payments received relating to the 2020 Queensland Concours paid by members to the following year due to COVID. The following year was also cancelled and at that time I asked that all members contact me with their bank details so that a refund could be arranged. I was hoping to have all this cleared prior to preparing the Financial Accounts.

## Some members have still not provided their details

As an unpaid volunteer I do not want to keep a track of outstanding amounts as it complicates the Accounts. Your cooperation is needed.

**SO ...** if you do not forward details **by the end of November**, I will assume that it is a donation.

Now that the unpleasant part is done, the finances to date:

	2022	2021
Total receipts	\$104,286	\$77,756
Concours	\$31,670	\$10,055
Membership fees	\$9420	No fees
Spare parts	\$5140	
Payments	\$89,141	\$83,299

The main increases in costs are:

- *Sidescreen* publication \$3,965
- Parts and associated costs are up \$9,476

There have been reductions in other areas, for those who think my maths doesn't add up.

Trading Account (bank) balance: \$73,814  
Term Deposit: \$72,202

Although the "Register" has considerable sums in the bank, the committee is aware that costs are rising and forecast future capital expenditure will be needed to maintain and improve the services currently provided to the members. Therefore, some measure of constraint is prudent at this stage. ***If you have any questions - please call me (during office hours).***

Response time depends on - walking the dog, farting around with TRs or cars in general, gardening, attending Service group BBQs and/or working bees. Plus lunch time nanna naps, having cappuccinos (with a cake of course) with the Lions club members etc.

Over and out

**Tony | Treasurer**





# MOTORING *Triumps*

*In the days when a Triumph TR2 was a distant dream in the mind of a young motoring enthusiast, the Triumph Super 7 was the most affordable alternative. Some members may recall their motoring experiences during their formative years in this exciting era. This account of one of Ron's adventures may be of some relevance to Triumph TR owners today.*

The early days of motoring in Australia involved numerous amazing feats of courage and endurance as various car agencies strived to demonstrate the attributes of their particular products.

Speed and reliability were impressive selling points and numerous records were attempted and claimed when the contestant successfully completed the journey, usually conducted between capital cities. Last year I had the privilege of attending a function at Ranleigh House at Robertson where a book was launched which records in detail, the history of Triumph cars in Australia between 1924 and 1939. In this book, you will find reproduced advertisements from newspapers of the time proclaiming the successful exploits of the diminutive Triumph Super Seven.

Such remarkable achievements include:

- the Sydney to Melbourne Light Car Record of 13 hours 16 minutes
- the Brisbane to Sydney Light Car Record of 22 hours 10 minutes, and
- a Perth to Sydney epic 8 days and 6 hours

*... by swapping parts between cars, one would usually be reliable enough to drive ...*

In 1957, as a young and naïve apprentice motor mechanic with a brand new driving licence and two years of unlicensed driving experience under my belt, I was totally unaware of the achievements of these little cars. In fact, after 30 years of use and abuse, they were so cheap and unwanted that even a poor apprentice could afford several of them. This was helpful as, by swapping parts between cars, one would usually be reliable enough to drive.

Some of the exploits of the post war era are also described in the "Triumphs of Australia" book with photographs of three of my Super Sevens. One of these was a 1928 Super Seven utility which, no doubt, started life with an entirely different body. But at some stage, like many cars of that era, was "uted" to make a more practical conveyance.

My passion was to explore the wild west of NSW and this was the vehicle to undertake the journey that would proceed from Wollongong over the Blue Mountains, to Bathurst and beyond to Bourke. From Bourke, the plan was to travel to Grafton and thence to return to Wollongong via the coastal route.



A large box which fitted neatly in the back of the little utility, contained mainly spart parts and tools as well as camping gear and cooking utensils. To save weight and to allow better access to the engine, the bonnet and radiator surround were dispensed with, and so the adventure began.

The long climb over the Great Dividing Range was achieved without undue incident, and in due course the city of Dubbo was reached. At this point, an unusual noise from the rear end was investigated and when the differential oil was drained, some large lumps of brass



were discovered. Further investigation revealed that these had come from the brass crown wheel but as there were plenty of teeth left, the decision was made to continue.

It was not long before the bitumen road was replaced by corrugated gravel, ruts and potholes. Progress was slowed to ten miles per hour at times, as the little car shook and bounced along the road - made worse by large vehicles traveling at high speed. Corrugations were formed so regular in size and shape that a machine could not have made them more effectively.



Finally, the township of Bourke appeared on the horizon and a stop was made at the "Bourke" sign to record the achievement with my box camera.

Leaving Bourke, the road conditions did not improve and progress was so slow that I decided to press on during the night, mindful of the fact that I had to be back at work the next week.

As the little Triumph bumped and bounced along, the mudguards and headlights vibrated violently, giving a none too clear view of the road ahead. The night was black as pitch and there were no other lights on the lonely road.



Suddenly, the figure of a man loomed indistinctly in the glimmer of the vibrating headlights.

He was standing on the side of the road, "thumbing a ride" as was the custom in those days. My immediate reaction was to stop as it was quite surprising to see another living soul out there in the wilderness. It was then that I recalled my parents' final words as I drove off - "do not pick up any hitchhikers."

As I approached the figure grew larger. He was a big man, was very dark and certainly did not look like the type of person one would like to meet on a dark night under any circumstances.

The triumph was proceeding at little more than a walking pace as we rode up and down the corrugations. Should I stop or keep going? Is he really in need of assistance? Or, just waiting to mug some poor unsuspecting traveller? In an instant, I made what could have been a life-changing decision. I pressed the pedal to the metal and the little Triumph chugged past the dark stranger.

As I continued in, my thoughts were with the hitchhiker. Was he someone in urgent need of a lift? Or, was he an escaped convict or murdered on the run? It was then that it occurred to me that it would have been quite possible for him to have jumped on to the box of the utility and he may well be there, hanging on, just waiting to pounce.



# MOTORING *Triumps*



The next town was Brewarrina and that was quite some distance away. The more I thought about the uninvited passenger, the more convinced I became of his presence. The little Triumph certainly felt heavy on the back.

At last a light appeared in the distance. It was a vehicle, coming towards me and due to the road conditions, it too was travelling at a steady pace. Now was my chance to resolve the dilemma. I waited until the approaching lights were close enough to enable a person to be seen, then jolted to a stop, jumped out and ran to the back of the utility to discover, to my great relief, there was no other person on board.

My next recollection of the journey was at Moree, where I noticed that the foot brake was inoperative. The Triumph was one of the very few cars of the late twenties to be fitted with hydraulic brakes and like all modern technology they worked fine, until something went wrong.

*Brakes only slow  
you down ...*

After various attempts to rectify the problem, I concluded that the fault was within the master cylinder and that, almost certainly some parts would be required which were not in my on-board supply. To dismantle the master cylinder at such a remote location would be pointless as this would immobilise the vehicle for several days while the necessary parts were sourced. This was time I did not have to spare.

Brakes only slow you down and in any case I still had the handbrake which operated on a drum behind the gearbox. With the mechanical advantage of a 6.25 to 1 work drive diff the handbrake was very effective. So effective in fact, that it would readily break an axle or shear off a drive key. In so doing, the handbrake would become totally ineffective as well as removing any braking effect.

The Moree plains presented no problem and the road through Inverell to Glen Innes was mainly uphill, so brakes were seldom needed. However, I realised that what goes up must come down and the Gibraltar Range would present a new challenge.

The road was narrow and steep with plenty of hairpin bends. The transmission handbrake smelt like it was on fire and wisps of white smoke filtered up through the floor boards. My biggest concern was that some part of the transmission would let go and I would be catapulted over the edge of the road, never to be seen again.

With this unpleasant possibility firmly in my mind, I drove as close to the embankment as possible so that, in the event of an emergency, I could nose into the wall and hopefully, prevent an uncontrolled exit over the edge.

To my great relief, the bottom of the range was reached without mishap and the flat road to Grafton presented no problem except for some navigational difficulties in locating my uncle and aunt's farm on Carr's Peninsular.

I still remember the looks of total amazement when I turned up in this doubtful looking conveyance and they learnt of my adventure. Their hospitality was most welcome and after a wash, a good feed and a sleep in a soft bed, I was ready for the final leg of the journey to Wollongong.

## *Having no brakes was ... not such a daunting prospect*

Having no brakes was, by now not such a daunting prospect. With the Gibraltar Range behind me, the coastal route seemed a mere cakewalk.

As I recall, the main drama was finding my way through the maze of roads in Sydney. My plan was to pass through Sydney in the dead of night when there was the least amount of traffic and less likelihood of having to use the handbrake.

In a way this was a good decision. However, I did not count on becoming totally disoriented and being convinced that I was travelling south when I was in fact, travelling north. After crossing the Harbour Bridge at least three times, I finally found a sign which directed me to the Princess Highway, and Wollongong.

The final part of the journey almost ended prematurely when I dozed off in the early hours of the morning, then waking to find that I was travelling on the wrong side of the road. The fright was enough to keep me awake until I reached home, much to the relief of my long-suffering parents.

The adventure was to be the first of many Motoring Triumphs. The old, adage “nothing ventured, nothing gained” has been proved time and time again, not only in the achievement of the moment but in the lasting benefits that follow and finally in the treasured memories which can be enjoyed in later life.

## DO YOU REMEMBER *when ...*

Jack  
Gault

*Jack suggests that this may be the start of a series - but please do not blame him for it all.*

Before these small annoying roundabouts appeared do you remember the circular silent policemen in the middle of intersections? To help jog the memory check out the profile of the TR bottom radiator tank.

This happened in the mid to late sixties. The previous owner to my older brother, a university student in Sydney, was probably responsible. We cannot remember the car having ever had a chassis/radiator protector.

This was obviously damaged beyond repair back then, and yes it may have been caused by anything, but the silent policemen thing brings back memories. However, this is **not** the problem. After 60 plus years of use, and many repairs to the filler neck, and re-coring, I have finally bitten the bullet for a radiator update.

I guess this shows my frugal Scottish background! I hope the aluminum is just as robust and lasts another 60 years or so. I have now refitted the sump guard rally plate.





# IMPROVING LIGHTS *in TRs*



Driving a dark coloured BRG Triumph, I wanted to gain better safety by improving the lights we inherited from the “Prince of Darkness”, Mr Lucas. Lights in modern cars have improved so much, with the advent of Halogen and LED lights.

It has been a bit of a challenge for our older TRs, being able to comparatively meet current night time headlights and the advent of Day-time driving lights which have made country driving so much safer and particularly driving a small BRG TR.

## **Headlights**

Now available from the UK are Lucas, 7” headlights to carry H4 globes. After discussion with the NSW Traffic Authority engineers and our Brian Richards, I am advised we can use any type of lights as our cars are pre-ADR, BUT they cannot dazzle on-coming drivers.

Halogen globes are okay as they can be used with traditional reflector type headlights but LED require a special reflector. This is because light cannot be focused and the light goes everywhere and will dazzle oncoming traffic.

In discussion with the RMS engineers, to focus Halogen headlights, use a flat road or car park and position your late model sedan and set your TR low beam the same. The high beam will then provide a great light for travelling. I am using Philips Crystal Vision 4300k white light for great illumination and which work well with the LED sidelights for colour. I suggest running more powerful headlights through relays and using an alternator.

## **Blinkers and front sidelights**

Best improvement is LED globes. The main problem with most LED globes is the light isn't focused like an original globe. They mostly shine light to the side or some to the front. After trialing many types I have found globes from Jaycar which shine light the same as original globes.

- The front Blinker/Side light is a BAY 15D Stop/Tail “3D” LED globe ZD-076(\$38.95).
- The rear blinker is a BA15S Interior/Reverse light globe “3D” LED code ZD-0749 (\$38.95).



For Blinkers, however, also needed is a resistor to make LED lights compatible to the flasher unit. Therefore, you need one resistor for left and right sides. These are quite cheap from Ebay - "LED turn signal light load resistor 50w, 6ohm", \$6.33 for the pair.

These can be wired into the spare place in the wire joiner each side where the blinkers connect to the wiring harness. (The resistor needs to go to earth and can be hidden under the horn mount).

### **Brake/Tail Lights**

Putting Tail/Stop LED globes in original tail lights does not, from my assessment, produce better and safer lights. The plastic is the incorrect red density and design to manage the brightness of LEDs. The result is pinkish and lacks differentiation between brake and sidelight, particularly in daylight if wanting daytime running lights.

In modern cars, brake and tail lights using LEDs are separate units to gain differentiation. I tried extra red Perspex and red LEDs which did not work.

### **Dash Lights**

The small dash lights can be upgraded by replacing them with LED globes (from ebay) certainly makes a difference. I have had trouble with the light in the top halves of the Speedo and the Tacho.

With age, the bezel rim behind the chrome ring and the inner rim of the instruments, have become really dull so removing and repainting white increases reflectivity for their faces. Install a thicker gasket (I made them out of a white foam from Clarke Rubber) to lift the reflective ring away from the dial faces.

This has given a really good even light right across the dial faces and the white numbers really stand out particularly with the LED globes. Seeing all the instruments, particularly the Speedo at night, even if we don't use our TRs much at night, is very helpful.

I hope this advice is helpful and assist with safer driving.

Russell & Kerrie will be at Concours 2022.



# BLACK *Friday*

On 19 August this year, I had my TR booked in for a front wheel alignment. This was done and the car drove well on the way home. I decided to try and find that annoying rattle somewhere in front of the glovebox. An hour later, after removing many bits, the offending rattle was discovered on the bonnet strut bolts. These were tightened up and that annoying sound that has been a pain for so long was gone at last.

We decided to have lunch at Huskisson as we both had the day off work. We thought we would take the TR to give it a nice run prior to the Concours and enjoy the good steering and rattle free drive.

After an unremarkable and disappointing lunch, we had a little walk around Huskisson then decided to head home. The rain had started about 30 mins earlier.

We had our heater going to demist the windscreen. The car was going beautifully.

We were approaching the highway and had to stop in a line of traffic 550m from the end of JB road. We were just sitting there chatting.



There was a huge noise and the car felt like it had been lifted up and pushed forward. The force of this was immense. We felt two impacts and then assumed a multi vehicle crash had occurred.

This was not the case. We had been hit on the left rear corner, which had turned the car to the right. As I had my foot on the brakes our car stopped at about 30° to the right, and we were hit again by the car that hit us.



This propelled us across the centre line into the oncoming traffic. Lucky for us the oncoming cars managed to dodge our little TR. I pulled the car to a stop about three car lengths from our original position, in the opposite lane near the centre line.

It was at this time that as my heart was pumping blood around my body. I felt the pain in my back building up to an almost unbearable level. It felt like I had been hit with an axe across my lower back. I was moaning 'No' as I felt it building up.



I saw a gap in our lane and managed to drive the car to left side of the road and shut it down.

Susie felt the impact as well but probably about 30% of what I felt. She called 000 and let them know the details. A kind lady from the ute in front came over and said she would stay with us. So nice of her.



At this time we checked each other. Susie said she was okay but very sore. I felt like my back was broken, but I could still move and feel my legs.

An ambulance pulled up a few minutes later, removed the soft top and started to check us over. We couldn't open our doors as they had been squashed. The ambos were happy for Susie to climb out with the kind lady's help - which she did. The ambo then continued checking me. He decided I was okay, spine wise. We started to remove my sidescreen which was very difficult. We tried the door but it wouldn't move until it was yanked open. Getting out of the car - the pain was very acute, but I was glad I could move albeit slowly. The ambo noted a huge lump the size of his fist on my lower back.

We were interviewed by the police then whisked off to the hospital. Morphine helped the pain level somewhat.

At the hospital we were the 8th ramped ambulance. The ambos and hospital staff were amazing. After being checked over, Susie was released. I had a chest xray and lower spine CT scan. After the scan results came back I was also released.

The car was taken to South Nowra smash repairer. We are insured with Shannons so arrangements were made to move the car to Artarmon. It arrived two weeks later.

Vince has since looked at the car and sorting out the repair quote (> \$60k). However, it's not looking good for repair. Time will tell I suppose.

Susie is having physio and returned to work. I have had two weeks off work and am on light duties with physio.

Looking at how it all happened - we were very lucky we weren't killed. We were also very lucky we had fitted high back seats when we first got the TR due to previous neck spinal fusion. I think without these seats my neck would have been broken with the whiplash.

We are recovering from this life changing accident and are both still in pain. We don't have our hyper-vigilant whilst driving in case another inattentive idiot runs into us.

We will have to decide what to do about our car, or another TR.

I would like to thank you all for your kind thoughts, wishes, messages and phone calls. It makes us feel so special to have such a great group of friends. Suzie and I hope to catch up with you at the Concours.

**PS** - Shannon's have informed Ian that the TR3A is a total loss. If you are thinking of selling your exceptional driver's car please let him know.



# REARVIEW Mirror

Neville  
Turbitt

*Sometimes it is the little jobs that make life easier. The ones that take half an hour and you wonder why you didn't do it years ago.*

The petrol dipstick mentioned on the forum was one job that took a half hour and gives me a backup to the fuel gauge. This is another little idea that proved useful.

During winter months, I put on the hardtop.

The normal rear-view mirror only allows me to see the top half of cars behind and is fairly restrictive. I have external mirrors bought online which were originally sold as Harley Davidson mirrors.



After a bit of bending and re-engineering they fit in the bolt holes for the windscreen but still require you to move your head to see what is behind. This is particularly so when it is raining and you have the side curtains on, which is when you most need the visibility.

I took a trip to the local auto parts store and for less than ten dollars bought a stick-on curved mirror. They are self-adhesive and intended to glue to external mirrors for those towing a caravan to give a wide view. They measure about 40mm x 20mm.

Next, I found a piece of aluminum and cut it out to the size of the mirror and left a tab at the top in which I drilled a hole. Bend the tab about ninety degrees and stick the mirror to the bracket. I mounted the plate under the centre windscreen bolt that holds down the hardtop. With a bit of bending and twisting, it gives a wide-angle view of traffic behind.

Total cost was less than ten dollars. Total time was about fifteen minutes. An easy mod that is not only useful for hardtops, but for shorter drivers who cannot get a good view using the standard mirror.





# MEETING MORE *members*

Lesley  
Xerri

*Lesley Xerri is a TR owner and member from regional Victoria. Here she tells the story of how the Xerris became a TR family.*

## **The reason we have a TR**

45 years ago Tony and I were “going out together”. He always wanted a TR4 but his dad talked him out of it. It would have been his daily driver. He had the workshop manual and I read it (I come from a family of motoring enthusiasts). I love the lines of the TR2/3/3A, but loved the technology of the 3A. All the benefits of the 4, but better looking. (Please don't take offence, we have a TR5!)

In 1996 Tony found a TR4 for sale at the Healey Factory. We went to look at it..... I'd never seen a Healey in my life and completely fell in love. We bought it. Our children were only 11 and 7 at the time so we couldn't really go anywhere in a two-seater. I told Tony we needed another classic so we could have four seats.

One morning, reading the classifieds, Tony found a TR3A in Frankston - called the guy and bought it over the phone. I was like WTF!!!!!!!!!!!!!! You can't do that! We need to look at it. So, we drove to Frankston. Seller said he'd had a better offer (hmm, that sounded suss) but we came to the price and bought my little girl.

I think we got home around midnight that night - Tony with a speeding fine as usual!

At the time she was a sad British Racing green with black interior and hood. Then reading her birth certificate, she was Primrose Yellow with red interior, weirdly with a signal red hard top and beige sidescreens, no tonneau, sent to America. This was the time in production that you could choose your colour schemes. To this day we think that the owner must have been female in a cold climate.

Restoration complete, we headed to Korumburra for our families' Christmas get-togethers. It was 38 degrees at 9am, tops down. Needless to say we were burnt to a crisp by the time we got to Shepparton, 45 minutes into the journey. Stop! Tops up! About 10 kilometres later, Lawry said to me, “Mum, what's that?” The oil gauge had filled up with oil! Tony said we needed to plug up the hole. The only thing I had on offer was a tampon!!! Anyway, quick fix with a match and we were off again ...

Over the years we had many family holidays touring around in our two little cars: the boys in the Healey and the girls in the TR. I love my TR, but haven't driven her for 17 years because of the arthritis in my thumbs. However, this year Tony has put rack and pinion steering on her and I will be driving her to the Concours. I'm very excited!

This year will be our 20<sup>th</sup> consecutive Concours for me the member. Tony has only been a member for a few years (although he didn't have his own car – he does now!). He restored the Primrose Princess for me back in 1998.

I love her and I think she still looks great.

Lesley & Tony will be at Concours 2022.





# MEETING MORE *Members*

Greg  
Parker



*Meet Greg Parker - new committee member and Qld state coordinator. Greg lives in Brisbane's bayside suburbs and comes to the role with a life long passion for cars.*

## *How did you get introduced to Sidescreen Triumphs?*

I was brought up around cars and motorcycles. One of my father's daily drivers was a 1937 Standard Flying 10. He also had a collection of vintage cars and motorcycles, I guess I was born into a passionate automotive family.

One of my school friends was Ross Kerslake - a Vanguard enthusiast - who sold me my first car, a Vanguard Phase 2. After getting into a RWC state it was sold and replaced by a 1956 Phase 3. This was the start of a journey that taught me much of my mechanical skills and a realisation of how much constant work was required to keep them going.

The passion for a bit more speed and better handling led me to look at TRs and in particular TR3As. More than the odd weekend was spent driving around looking at TRs for sale which soon brought home the reality that my dreams were bigger than my wallet and in the end my budget only went as far as a Spitfire. A 1969 MK111 found its way into the driveway and "Kub" gave me years of reliable and exciting driving. The only down side to owning a Spitty was that the TSOA in Victoria would not accept you as a member and there was no Triumph car club to join at that time.

The Spitfire was sold when I started my business but the desire for a TR3A never disappeared. Fast forward 30 years, children grown up, my wallet matched my dreams and the hunt was on. The first few months were spent just looking, seeing what was available, how much bang for your buck you got. More than the odd restorer was listed but that was not what I was looking for. My search was for a recent resto but not a concours as I wanted a driver more than a concours display car.

My search took me to the central coast of NSW where Rodney South listed a Powder Blue TR3A. While originally not the colour I had in mind, it ticked all the other boxes. The pictures didn't do the colour justice. In real life she was a stunner. Once seen and driven the deal was done albeit with one condition from Rodney, that being it would never be used for Motorsport. A promise I have kept. A week later "Grace" was in the garage. (All my Triumphs have names).

## *What is appealing about old cars?*

There is nothing better than having Judy alongside, heading for the mountains with a picnic basket and catching up with friends over a drive and lunch. It's not done at a million miles an hour but rather a comfortable speed. Time to see the surroundings, turning down the road less travelled, discovering hidden gems. The Nationals held in Tasmania stand out for all these reasons, just here there are lots more friends to catch up with.

## *If a young person asked for your advice on owning a Triumph what would your best tip be?*

If a young person asked about life with a TR side curtain, I would say forget all you think and know about your modern car. Owning a TR is a trip back to a rawer time of motoring, where you not only hear the mechanical side but smell it as well. You will get your hands dirty, you will get frustrated when it stops but you will never stop smiling.

## *What is the single-most important thing about owning a Sidescreen?*

The single most important thing about owning a side curtain (or any classic car) is to be mechanical minded or have a healthy bank account.



Greg & Judy will be at  
Concours 2022

# MEETING MORE *Members*

Ross  
McLeod



*Ross McLeod is the TR Register's webmaster. Formerly from inner Melbourne where garage space is not always easy to find. He relocated to the Ovens Valley in recent years and now has a suitable space for a TR in his life again.*

*How did you get introduced to Sidescreen Triumphs?*

When I was 17, a guy my Rovers crew had a Sidescreen in pieces in his garage. I'd seen them before and liked the look of them. I asked him if he wanted to sell it. He said no, but that enthused him to fix it up and get it back on the road.

Later, I noticed a TR3A with a "For Sale" sign on it in a garage near where I lived. I bought it and I think I paid about \$2,300 for it. When I married and was starting a family some years later, I sold the car and always regretted it.

*What is appealing about old cars?*

I like the way old cars look, the sound they make and feeling the wind in your hair (even though I don't have any, any more).

*What is your ideal Triumph outing?*

A moderately warm, sunny day, with my wife beside me and the dog in the back and a picnic basket in the boot!

*If a young person asked for your advice on owning a Triumph what would your best tip be?*

Be prepared to take the time to get to know the mechanicals. If you're prepared to get your hands dirty and learn about your car - you'll get justly rewarded.

*What is the single most important thing about owning a Sidescreen?*

Making sure that you have time to enjoy it!

Ross & Mary will be at Concours 2022.



## MEMBERS CAN *be funny*

Tony Xerri

Recently we went for a weekend drive with Winston (sorting out any bugs), Princess and Ray & Pauline Smith, who own a TR that Ray's father had owned.

Anyway, during one of the stops at the Wangoon waterfalls we were talking about how some members make up little boxes to store spare parts should a breakdown occur. (I thought I had mentioned that these boxes were on the passenger side?)

Ray sent me this photo and this comment.

"I put some boxes in the footwell to store spare parts, like you suggested, but s\*#t it makes it the pedals hard to push".

IDIOT!!! Great start to the day with a healthy laugh!





# CONCOURS *Update*

Bob  
Watters



On a Concours trial drive which ended at the Cobargo Pub after some great driving on classic TR roads, it was realised that the group of TRs was, in fact, a full set of Sidescreen TRs.

- Keith and Dotti Manning in their long door TR2
- Stuart and Liz Baillie in their short door TR2
- Bob and Cherry Watters in the TR3
- Keith and Joan Fletcher in the TR3A, and to round out the set,
- Terry and Lesley Goodall in their TR3B.



Also attending were Paul Middleton in the MX5 TR. Sadly Claire wasn't able to join the group as she is indisposed after a recent fall. Andrew and Maggie Gibson travelled down from Bateman's Bay to join the group for lunch.

Concours updates are being sent directly to members who have entered the Concours but everything is on track for another great event.



## BIRTH CERTIFICATES

Need a birth certificate for your car?  
Contact Bob Watters, Secretary  
(contact details page 2).

## WANTED

Townsville member Henry Burke is looking to buy a driveable TR that is suitable for a rolling restoration. He can be contacted on 0408 779 588



## Retford Park tour

On Saturday September 24, a keen group headed off to Retford Park Estate, a beautiful National Trust property in Bowral in the Southern Highlands.

In attendance were: Sue and John McCormack      Kerrie and Russell Holiday  
Terry and Jenny Hicks      Ian and Susie Wall  
Richard and Tricia Lewis      Graeme and Jo Corbett  
Mal Munro

Some of us had a really interesting tour of the Victorian Italianate house and learnt the history of the Hordern and Fairfax families who were past owners before it was generously gifted to the National Trust by James Fairfax.



Others braved the wet weather to do a self guided tour of the extensive gardens. Despite a bit of weather damage, the peonies and rhododendrons were stunning.

We then headed to the Sutton Forest Inn for a delicious lunch. The plan was to fit in another garden after lunch, but due to the threatening weather and a certain AFL Grand Final that one of our party was eager to see (waste of time, the Swannies lost) we quit while we were ahead after a very enjoyable day.

## NSW Events

Kerrie  
Holliday

It is with much excitement that we anticipate the long awaited upcoming Merimbula Concours. A group is travelling down from Sydney and staying overnight on Wednesday 12 October at Bateman's Bay, just to break up the drive. If you would like to join this group, contact Kerrie for details. Instead of coffee at Picton in November, we will be visiting the Australian Motor Heritage Foundation at Eastern Creek. It's curated and run by volunteers dedicated to protecting Australia's motor heritage. Thank you John Murn for suggesting this visit and to Jenny Hicks for organising the event.



NSW members at their regular Pie in the Sky coffee morning, 7 September.



Saddles lunch

## Runs in October & November 2022

- 16 November 2022 **Australian Motor Heritage Foundation visit**
- Wednesday, Sydney Motorsport Park, Ferris Road Eastern Creek, meeting time TBA.
  - Visit followed by a sausage sizzle lunch.
  - Bookings required to Jenny.

## Coffee Mornings and Lunch in October & November

Coffee mornings and lunches will be affected during the weeks of the Concours and aftertour. Please check before attending.

### Every Wednesday Tathra Pub, 8 Bega St, Tathra

**10am**

(except concours weeks)

- Morning tea
- Enquiries Bob Watters, Sapphire Coast Chapter

**2 October  
8am**

### AutoBrunch St Ives Showground, 450 Mona Vale Rd, St Ives

- Cars and coffee
- Enquiries [nsscc.com.au](http://nsscc.com.au) or Andrew Ross

**5 October  
Wednesday  
10am**

### Pie in the Sky, 1296 Pacific Highway, Cowan

- Morning tea
- Enquiries Andrew

**2 November  
Wednesday  
10am**

### Pie in the Sky, 1296 Pacific Highway, Cowan

- Morning tea
- Enquiries Andrew

**6 November  
Sunday  
8am**

### AutoBrunch St Ives Showground, 450 Mona Vale Rd, St Ives

- Cars and coffee
- Enquiries [nsscc.com.au](http://nsscc.com.au) or Andrew Ross

**16 November  
Wednesday**

### Sydney Motorsport Park, Eastern Creek

- Visit and *lunch* (see details above)

## Upcoming events

**13 - 16 October**

### TR Register National Meeting, Merimbula NSW

- After Tour Sunday 16 - Thursday 20 October
- Enquiries Bob Watters

**4 December  
Sunday  
11am**

### Xmas Lunch Nepean Rowing Club, 32 Bruce Neale Dr, Penrith

- Meet for a one hour local scenic drive from the Rowers
- 12.30pm lunch on the deck of the club, on the drive's return
- Come for the drive and lunch, or just lunch
- Lunch booking numbers to Kerrie







Several Chapter Members joined the Bega Heritage Car Club for a run to Cooma to visit the Cooma Car Club's museum and club rooms. This complex is terrific - a former indoor cricket centre and gymnasium that has been converted into a car display area and a meeting and function room. Members cars are regularly rotated through the display and the function room hosts weddings and other events. A standout in the display was Phil and Maz Turner's splendid TR3A which will soon be seen at the Merimbula Concours.

[You may recall Claire Middleton's article about this complex in *Sidescreen* #120. Ed]

The Sapphire Coast Chapter meets every Wednesday at the Tathra Hotel from 10.00 a.m. Visitors welcome.



Phil and Maz Turner's splendid TR3A on display at the Cooma Car Club.





# QUEENSLAND *Report*



Warren Evans and Ian McLeish

Meeting up at Olive Grove Café in Kenmore Ian & Sue McLeish along with Greg Parker headed off around the westerly side of Mount Coot-tha through Samford Village then up Clear Mountain before dropping down to Bullock's Rest on Lake Samsonvale for a brief stop.

The next destination was Beerburrum, passing by Lakeside raceway then taking the roads less travelled to Rocksberg and Wamuran then onto Beerburrum. Waiting for us at the Sit & Chill Bakery Café were Bob & Joyce Fast. We were then joined by Warren & Gail Evens along with Lewis & Carol Gray who had travelled down from Noosa. After coffee, cake and talk, well more talk than coffee we were back on the road.



## **Fassifern fun and beer run**

The TR Register members joined the TSOAQ club for their monthly run in August.

Sunday's run in warm sunshine began at the club rooms and scooted along the freeways until we met up with the remainder of the car clubbers on the Ipswich-Boonah Road & Cunningham Hwy intersection.

Warren & Gail Evans, Ian and Sue McLeish will be at Concours 2022.





On a bright and sunny August morning two cars owned by the Clarkes and the McLeishes met at Ipswich for a coffee. After a slight change in plan due to the chosen coffee shop being closed, they then travelled to Marburg.



There they met up with the Grays from Hervey Bay. After a look around, and breakfast for the Grays, the travelled to picturesque Esk, where they met up with the Evanses and Noonans from the Sunshine Coast. Lunch at the pub in Esk was enjoyed by all. After lunch everybody headed off home.





Cars: L→R Arthur Ward, Steve & Ray Newing, John & Doug Bain, Helen & Rob Wilson.  
Row 2: Bob & Joyce Fast, Peter & Sue Clarke

## All British Day - Brisbane 2022

Stunning weather greeted the 2022 All British Day held in Brisbane 18 September.

A magnificent turn out of Triumphs including nine sidescreens, with about 500 cars in total on display. Eye candy as far as you could see.

The All British Day is always very social when members you don't see that often, come and catch up. This year we had some new faces and cars roll up. It was wonderful to have John Bain and Doug Bain join us, they are the new custodians of TS79245 (ex-Don Ottley) and Tony Rahman who has just purchased a TR3A.



TR3A60 owned by Arthur Ward turned many heads.



Greg & Judy Parker



R → L: Peter Clarke, Sue McLeish, Jamie Fast, Geoff Fast, Greg Parker, Ian McLeish, Sue Clarke (Judy Parker photographer)



New attendee Tony Rahman who is just starting the resto journey



R → L: Paul & Rita Bingham's "Sid" next to Helen & Rob Wilson's white TR3A, Peter & Sue Clarke's TR3A in the second row



**R!**

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PHONE XL 5301.

Friends of the Bingham found this under the lino of a worker's cottage in SA. Notice the number plate. Does anyone have information on this car or want this information?

Never too far in a TR



# SOUTH AUSTRALIAN *Report*



Our latest outing was Friday 26 August. It turned out to be a beautiful sunny day and a small group of diehards attended, meeting at the Meadows Pik - a Pie Bakery - for a coffee and a chat before setting off.

The route took us to Myponga, Yankalilla, Victor Harbor and on to Port Elliott where we lunched at the local hotel before continuing on back to Adelaide. We went via the old faithful Bull Creek Road via Ashbourne, Meadows, Echunga and Stirling.

On the return journey we detoured via Goolwa on Lake Alexandrina and visited the local bunch of wooden boat enthusiasts led by our own Bob Jennings who spends a lot of time restoring old wooden floaty things to a high quality finish.

Bob couldn't do the run as his TR3A is in need of radiator repairs. It was great to see what these guys were doing in their waterside green men's shed.

Two of the little boats in the photos in the water were the original vessels used in the first Storm Boy and another made and modified for the sequel.

Participants were Trevor Lindsay in his lovely Daimler SP250, Ivan Powell in his wonderful TR3, Colin Baldock in the long door TR2. Peter Graham Sutton got a ticket from me to drive my TR4A and I took my TR3B accompanied by David Miles a friend and recently retired motorcycling petrol head.

Our next outing will be on Thursday 29 September. Look forward to meeting up again.

**Geoff Bills, | Coordinator SA Chapter**

## For upcoming events:

Keep an eye out for the usual SMS message sent a week before detailing the proposed meeting point and time.

- Please return SMS saying **YES** you are coming or
- **NO** you are not  
So I know who to wait for.











At the time of writing we are three weeks away from arriving in Merimbula for our long awaited National Meeting and Concours plus After Tours following a three year hiatus. We are looking forward to catching up with both old and new members and partners and also seeing some of the new restorations that have been completed over the past three years.

## **Preparation for travel to Merimbula**

With five sidescreens coming off the island for the trip to Merimbula some preparation work has been happening already. Hugh Maslin's TR2 has had a camshaft swap while Martin Osborn's TR3A is having a little cosmetic work done. My TR3A has been serviced. I have also swapped the hardtop for the soft top believing the weather will be good on the Sapphire Coast.

There hasn't been any action of late to report on with some absentees and inclement weather to contend with and so it has just been solo drives.

## **Longford Grand Prix Expo 2023**

I have in recent years usually in the April / May issue given the Longford Motorama a mention and the Longford Revival Festival before that. Late in August an announcement was made about the latest iteration with an inaugural Longford Grand Prix Expo to be held next March 2023. The State Government has committed \$450,000 to help deliver the event. Next year will be 55 years since the last Longford motor racing event. It's amazing the amount of interest it still generates. As an aside in the Northern Midlands Courier (local fortnightly paper) Neil Kearney writes of a community drive to establish a Longford Grand Prix Museum.

## **Baskerville Historics**

The Baskerville Historics meeting was run between Friday 16 and Sunday 17 September. There was something like 240 entries this year. However, the meeting was beset by wet weather creating some mayhem at times both on the track and in the parking areas. I didn't get to the meeting hence the lack of details but Jeff Mount and Bob Anderson did.

The Peerless GT TR3 engine rebuild is progressing slowly. The block has been "tanked" at the machine shop and has since had the crankshaft and modified rear main seal fitted and the sleeves are in place. The oversize valves plus guides took some time to arrive but the machine shop has so much work that it will be into October before the head is ready. So the Peerless was not going to be an option for Merimbula.

## **David Pearce | Tasmanian Coordinator**

David Pearce will be at Concours 2022

## **Upcoming events**

Sunday 16 October  
10am - 2pm

### **Predominately British Car Show 2022**

- The Village Community Centre, Triabunna

Sunday 13  
November  
10am - 2pm

### **Swansea Car and Boat Show**

- Swansea Oval, Swansea

# VICTORIAN *Report*

David  
Ferguson

On the Queen's Memorial Day holiday, eighteen Victorian members went on a Mornington Peninsula run before refreshments at the Royal Hotel.



L→R: Jenny, Pauline, John, Carl Jill, Jen and Tony

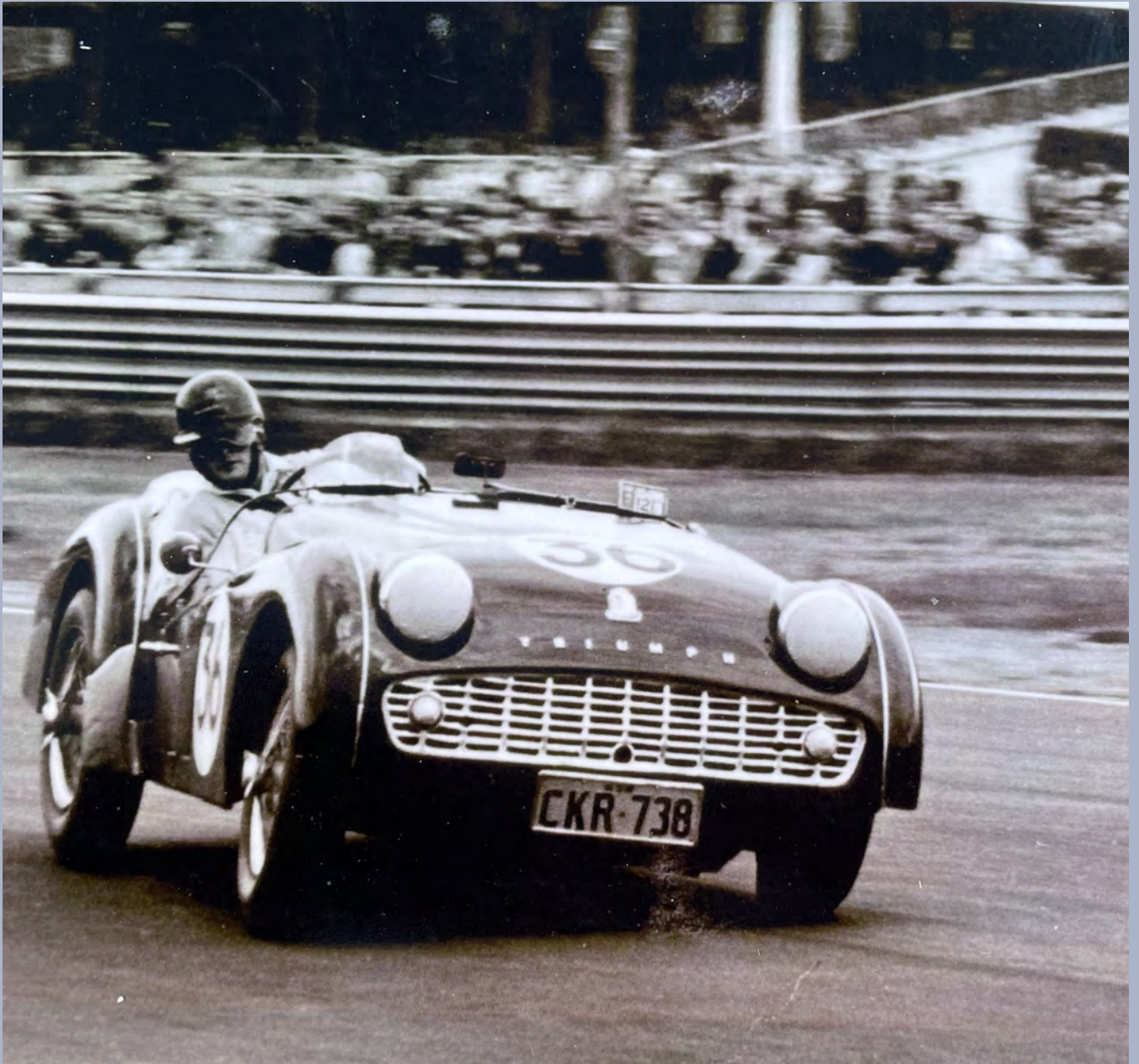


L→R: David, Gary, Robyn, Judy, Keith, Mike, Trish, Wendy, David and Peter.  
Photographer David Ferguson

David & Jenny will be at Concours 2022







“Hard Driving Hinton” - Warwick Farm Raceway 1962. John Hinton was a fearless competitor with his TR3A racing in the early sixties.