
Sidescreeen



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OF THE
TR REGISTER AUSTRALIA
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Cover photos from Drive Your Triumph Day: Front - Bob Adams seeking refuge in a deluge (story p. 19) [Photo credit: Robin Adams]

Back – *Top* TRs at Mt Tambourine [photo credit: Paul Bingham] *Bottom:* TR Lineup at Largs Pier Hotel, SA [photo credit: Geoff Bills]



INSIDE *this issue*



From the editor

I am always amazed at the travelling Triumph stories. The distances covered, the repairs undertaken and the fun had - are a testament to the indomitable spirit of the Triumph car enthusiast! [Front cover says it all!]

More of this will be revealed in the 50th Anniversary Celebration book that Bob and the working group are collating. Reach out to any of them if you think you have something to contribute (p. 10).

Our *Meet More Members* section looks inside another workshop and at a profile of one of our newer committee members. Please keep sending material in.

The South Australians are hard at it, lining up a memorable Concours program. They advise there are **only 30 rooms left** at the accommodation in Hahndorf. If they are not sold in the next two months, the Manna will consider selling them to the general public.

As usual, lots of people were out and about for Drive Your Triumph Day - photos and stories in the state reports. Next issue will have information about the AGM. Will you be nominating? Start thinking about it ...

Enjoy your cars!

Mary

& Scout



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PRESIDENT'S *message*

Hi members - from the Nullarbor Plain!

Last time I traversed this part of the world was with Tony and Lesley Xerri and Ray Mullins - all of us of course in our TRs. It was a great journey as is this one.

Travelling again

Since our last Sidescreen Tracey and I have been travelling – to Norway, Finland, Egypt then a stop off in Auckland to attend the 50th Anniversary of The TR Register New Zealand in February. It was a very well-organized event with 72 TRs attending the Concours display on the Saturday. Fortunately, the club was given front row at the Ellerslie Car display at which there were over 1200 British and European cars displayed. An amazing exhibition of rare and interesting cars - some of which we never see in Australia.



New Zealand Register

The NZ Register follow a similar itinerary to us. Friday night meet and greet with drinks and nibbles. Saturday display and gala Presentation with a founding member giving a talk on the history of the club way back in 1975. The Sunday forum was well attended with two general topics on how to get younger members and the use of social media to promote the club. Their website is not monitored as well as ours. Something they are working on. Long-time member Chris Siebel talked at length about how all clubs need to look forward and embrace change. They like how we (Australians) have invited other clubs to join monthly runs or coffee mornings, not restricting them to TRs.

Common issues

All clubs have the same issues in getting younger members. This was very apparent at Ellerslie where under all marques grey haired, balding men of mature age were sitting around talking about the *thingamajig* that connects to the *whatchamacallit*.

Grandfather's gift

I did meet a Register member - Nick who is 15 - and owns a TR4 that his grandfather purchased for him. He knew everything about the car and had a wealth of knowledge about TRs. So – grandparents - how about purchasing a TR for your grandkids?

Visiting club members

Whilst in NZ, I met up with Ex UK Register President Paul Hogan who will attend Hahndorf Concours at some stage. This year we will welcome some of our NZ Register friends: Ian, Rona, Steve and Robin - so please give them a warm welcome.

New website – live

Our website is up and running so please utilise it. Questions can be forwarded to any committee member to help you out.

Hahndorf Concours 2025

Entry forms are now on the web for Hahndorf so get them in ASAP. It will be a cracker!

Communicating with the committee/state coordinators

Our next committee meeting will be completed by the time this goes to print. Steve will email the minutes out. State coordinators will have been invited to a pre-committee meeting to convey things they wish the committee to action. Please use your state coordinators and help them in producing great outings for you all.

Harley Everdon

On a sad note long time Victorian member Harley Everdon has been placed in an aged care facility as he battles dementia. I have been in contact with his family and with the help of John Johnson his lovely TR3A is now in secure storage with one of his great mates.

The car will eventually be sold: first via our website; then if unsuccessful - possibly by outside vendors. I knew Harley back in the 90s when he was a coach body builder and fleet repairer for Crown Coaches in Melbourne. It was then we found out we both were restoring TRs and our friendship grew with the cars and the bus industry. Harley mentored me when I was purchasing new buses and we helped each other with the TRs.

I have now reached Esperance via some great dirt roads!

For now - keep TRing.

Cheers

Ian

President | TR Register



TONY'S *Test*

Tony
Knowlson



Every issue, Tony shares a photo from a large collection he has accumulated over his years of TR membership. Can you pass this test?

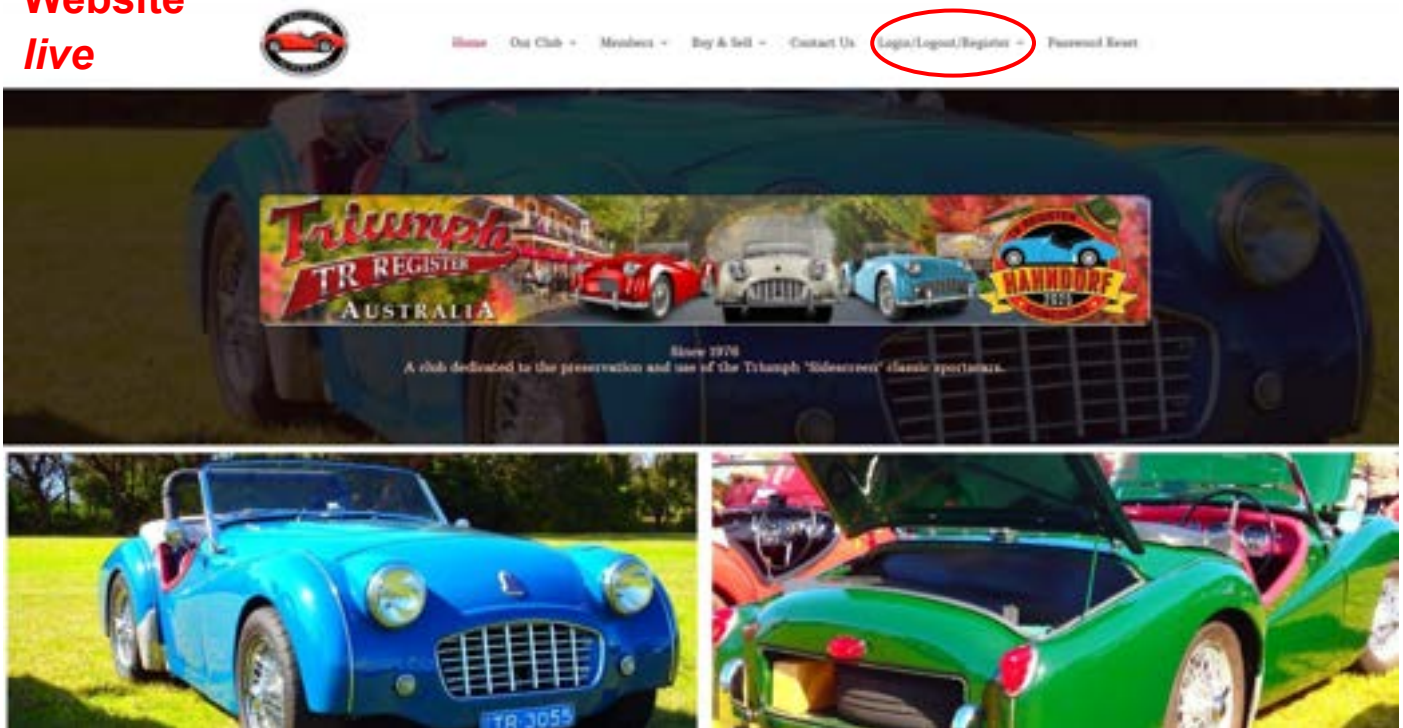
Where and when was this photo taken? Answer page 15.

And – out of interest, who still has their shirt and cap?



VICE PRESIDENT & WEBMASTER *report*

Website live



As promised (for about the 15th time), we now have the website live at last. This is still ongoing work-in-progress. I am learning to drive it as I go so excuse the less than professional appearance. I hope to refine it once most of the content is completed.

If you don't like my site, the old website is still available at the bottom of 'Members' menu tab. If you don't see this then you are not logged in and you can only log in if you are registered.

Logging in

Your old login will not work so go to the end drop down menu (circled in red above) and **register** as a user (drop down menu pictured right). You will see the members' tab and you will also see the Price List and Order form option in the New Parts menu.

I have added a guide on '**How to Register**' link on the front page if you are having trouble. Alternatively, send me an email and we will get it sorted. We now have 85 users registered in a few weeks.

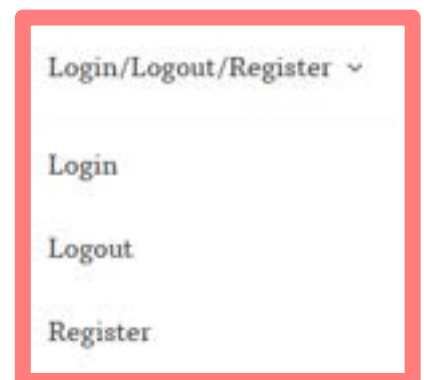
Check your records

If you are not receiving emails from the Register, then maybe your information is out of date.

- Go to the '**Members → Member Account**' tab.
- Select '**Update Your Details on the TR Register Database**'.

This way, Andrew can correct your details. If you are not sure, then send them in anyway.

- If you have bought or sold a car, you can update your vehicle details on the same page.
- When you log in you can also update your profile with a picture and some info about you!





Gallery pages

I am loading Gallery pages but we are a bit thin on the ground at the moment. I will transfer old website gallery pages over if you ask or I can add new photos and information. This is being done on a request basis only so if you want to share your car story then let me know.

The Forum

Unfortunately, the original forum appears to have gone to God. I found I could not access it prior to the transfer and we could not find what program it was built on. We assume that the program was just shut down as unsupported software. This was going to happen sooner or later unfortunately.

Hahndorf Concours 2025

Changing hats now, the Hahndorf Concours entries are open and can be accessed from the front page of the website or the National Concours 2025 page.

I have received quite a few entries in the first week and many are taking the option of the Bay to Birdwood event on the Sunday. It looks as if we will have a great turnout of Sidescreens on the day which is really exciting for the organising group.

There are only 30 rooms left at the accommodation. If they are not sold in the next two months then the Manna will consider selling them to the general public as this is a very busy time of year. They will not charge for accommodation yet and there is no fee if reasonable notice is given for cancellation so better to commit because accommodation will be hard to find in the area once these are gone!

Keep the enTRies rolling in!

Col

Vice President/Webmaster | TR Register Australia

KEY DATES – Hahndorf Concours 2025

Friday 17 October	Registration & welcome
Saturday 18 October	Concours display
	Presentation Dinner
Sunday 19 October	Bay to Birdwood
	Members' forum
	Farewell Dinner

Monday 20 – Wednesday 22 October – After Tour



Hahndorf main street



The Lane Vineyard, Hahndorf



Somerled Cellar Bar, Hahndorf



Hahndorf Inn



The Cedars, Heysen family home

Photo credits:

<https://www.visitadelaidenhills.com.au/hahndorf>

MEMBERSHIP *report*

Andrew
Pitchford



NSW Members



VIC Members

Direct Debit payments:

- **Account name:** TR Register Australia
- **BSB:** 032 087
- **Account no:** 152432

Post cheque payments to:

Membership Officer
TR Register Australia
12A Stanhope Street
MONT ALBERT VIC 3127

Membership renewals have continued strongly since the last publication of *Sidescreen* with two new members joining. This has resulted in a total number of financial members of 333 for the year thus far.

Many of those who have recently renewed their membership have advised that they hadn't received a membership renewal notice.

For clarification I'd just like to remind everyone **renewal notices are not sent out**. We advise through *Sidescreen*, generally the issue before the end of the Financial Year, that fees are due for the following Financial Year.

New members

Two new members have joined over the preceding of months.

Member no	Member	Location	State	Vehicle
1058	Paul Scott	Batehaven	NSW	TR3A
1059	Sue Borthwick	Balmain	NSW	TR3A

Renewals

For those who are still to renew their Membership for 2024/2025 please note the following:

Payments

The **preferred payment method** is direct deposit to the club account. Details of which are provided in the box on the left.

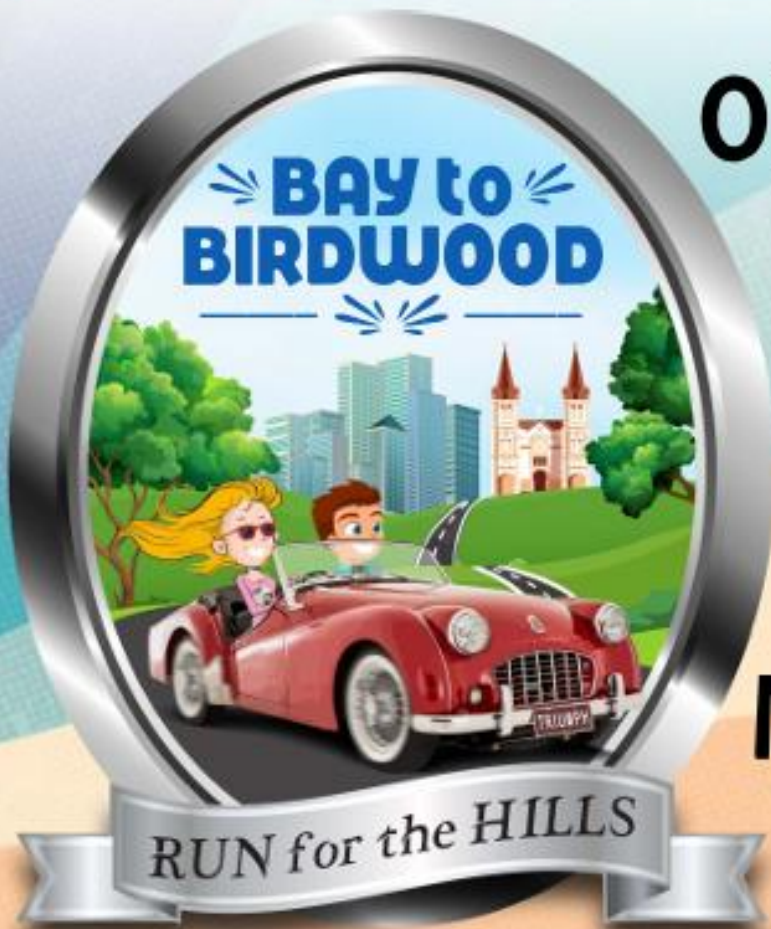
Reference: Please use your name and/or membership number so your payment can be identified.

For those members who are unable to pay by Direct Debit payment by cheque or Credit Card is still possible. Postal details in box in the left-hand panel.

Credit card payment: Email your credit card details and expiry date. For security purposes, on a separate email send the CVC no. to the Membership Officer (details page 2).

Andrew Pitchford

Membership Officer | TR Register Australia



ONE OF THE WORLD'S GREAT HISTORIC MOTORING EVENTS

Sunday October 19th is an opportunity to participate in one of Australia's greatest motoring events with about 1500 historic cars of all vintages enjoying the drive from 'The Bay' to the National Motoring Museum at Birdwood. The residents of Adelaide line the streets with as many notable cars lining the course as there are on the road!

Be prepared to spend the 2 hours waving to the crowds as you drive through the streets of Adelaide and into the hills.

The club has organised a group entry which allows us to start and park at Birdwood as a group.

We are celebrating 70 years of the TR3, inviting the TSOA of SA to participate to make it a day of Triumph.

Enjoy the cars either at the starting oval or at the paddocks of cars at the end with many people enjoying picnics by their cars.

All Part of the Tr Register Australia National Concours in Hahndorf 2025.

50TH ANNIVERSARY *Celebration*

Bob
Watters



Working Group

Bob Watters

bobtr3@gmail.com

David Ferguson

dje.ferguson@bigpond.com

David Pearce

dnjpearce@westnet.com.au

John McCormack

huon_24@bigpond.com

Kerrie & Russell Holliday

tr3a@live.com

Progress is being made with all the plans for the club's 50th anniversary.

Kerrie and Russell have visited Orange (location for the 2026 Concours) and are in the process of lodging the application with the council to use a local park for the display. Motels and the venue for the presentation dinner have been chosen and plans are well in hand for the balance of events.

Historical research

For the book, I have been researching newsletters from the first one in October 1976 and have received some further information from people who were members at the beginning. The research has confirmed the enthusiasm of the foundation members and their determination to make sure that parts were available to keep the early cars on the road.

More information from the early years is vital as are photos. The newsletters are informative but cannot tell the whole story of what was happening at the time. It is vital that as much history from the formative years of the club is recorded and is available to all members and other interested persons.

Photos needed

As can be imagined the early newsletters did not contain any photos. The first one appeared in August 1977, but images were not a regular feature. There must be many albums out there with photos from the early years. ***If anyone has such an album - please contact me.***

It would be really appreciated if State Coordinators could encourage members to contribute tales and photos, as well as long term members with recollections of the early years.

Whilst the importance of the 50th Anniversary cannot be overstated it is important to support the 2025 Concours in Hahndorf, South Australia. All the relevant information including the registration form is available on the website tr-register.com.au

The South Australian Team always produces a great event and this year's will be something special with the famous Bay to Birdwood classic car event being included in the Concours program.

Reach out to us

Once again, please contact me with any anecdotes or photos from the first decade (or later years), if you don't feel like writing just give me a call (0408 502 350) and I will take notes.

Please feel free to contact any of the working group with suggestions or to volunteer some time to ensure the success of this historic milestone.

Bob Watters

Club Historian | TR Register

DRIVE YOUR TRIUMPH *Day*

Extract from a message sent by Rye Livingstone ...

Thank you for participating in Drive Your Triumph Day (DYTD) 2025. Once again I received photos from all over the world: New Zealand , Australia, Tasmania , South Africa , Germany , Austria , Switzerland , England, France, Spain, Finland, Belgium, Denmark, UK, Canada, and the USA.

Some contributions came from warm climates such as South Africa, some rolled their cars out in the snow for a quick photo, and quite a few went for a drive in below freezing temperatures. There were photos of cars in hibernation for the winter, or undergoing maintenance or restoration, all totally acceptable. My photo was of my TR3 up on jack-stands as I'm finishing an engine rebuild, steering rebuild, and caliper rebuild.

I'm trying a new place to post all of the photos: Google Photos. It's not perfect and I'm exploring other options for the future, but for this year they are posted here:

<https://photos.app.goo.gl/4VLwb6wQgYjGC8jh7>

In the file name, if provided, you'll see the name of the owner, year and model of the car, and where the photo was taken. If you page through the photos or select the slideshow, you won't see that info. However, if you click on a photo and then select the "i" with a circle around it you'll see info about the photo which includes the file name.

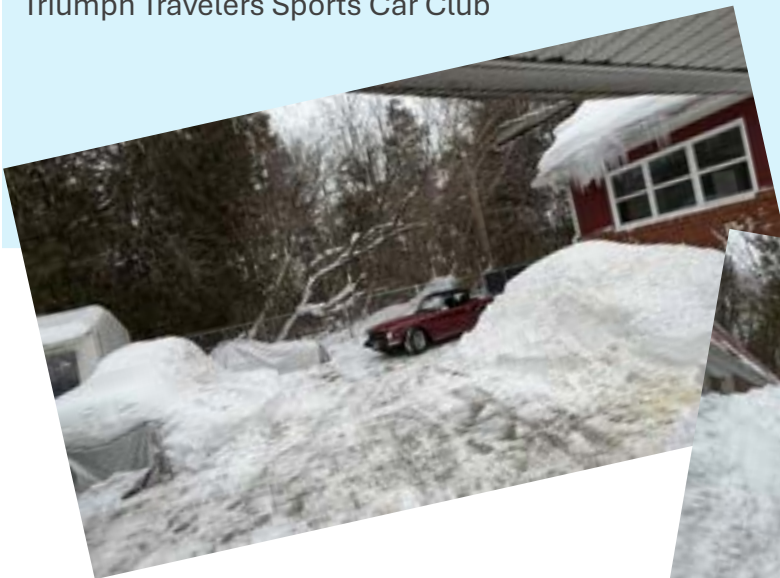
Best regards

Rye Livingston

DriveYourTriumphDay@gmail.com

Activities Chairman

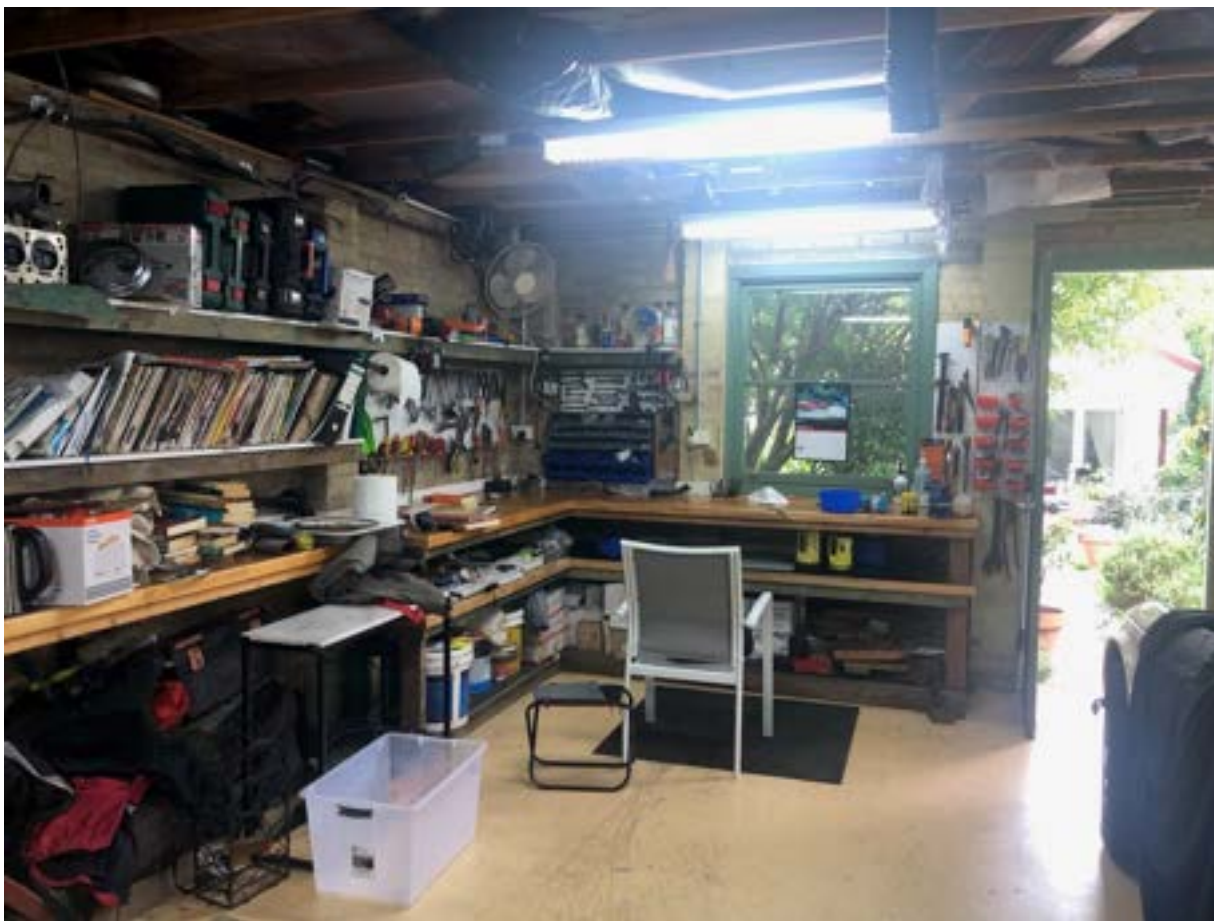
Triumph Travelers Sports Car Club



Images from Elin Yakov's backyard in Toronto. If you watch his YouTube channel, Rusty Beauties, you see inside his workshop as he works on TRs. This is outside and under those piles of snow, there are Triumphs ready to be restored. David Ferguson

MEET MORE *members*

The story behind John's workshop



We live in Leichhardt, an inner Sydney suburb developed in the late 1800s when horses and buggies ruled. Most houses have no car accommodation but there are lots of back lanes. Remember the dunny men?

When we were looking to buy in this part of Sydney, Sue stumbled on an advert of an 1890s cottage with rear lane access AND a garage. We walked through the Victorian house that retained many original features and then I found this. 8 m x 7.6m full width of the block on the rear lane.

We bought the house and Sue and I epoxied the garage floor. I can fit 5 TRs in there with no room left. But the TR2, TR3, TR4 and TR6 fit comfortably. The six is away being repaired at the moment.

Over the years I installed shelving and a work bench to make it a very useful space. Of course, I'd like bigger but we like being in the city and we are close to kids and grandkids here.

I especially enjoy having other register members over on Tune Your TR days or just to fiddle with cars, chat and have a coffee. This is my space and I like it.

John McCormack (NSW)



MEET MORE *members* -



John in his father's TR2

Meet one of our general committee members – John McCormack, from Victoria (not to be confused with the immediate past president).

How did you get introduced to Sidescreen Triumphs?

My dad purchased a TR2 in 1989, when I was just two years old. I still have that car today, so it has almost been part of my entire life. That car is responsible for not only my interest in TRs, but cars in general. Dad was a true 'petrol head' and owned many different makes and models throughout his life. The TR was a favourite and really endeared itself to him. One early memory I recall with the car was travelling to the Phillip Island historics with mum and dad in the front and me sitting sideways behind the seats! It was the best part of a two hour trip each way, but I wasn't bothered. Something that'd be frowned upon these days!

Dad passed away in 2020 and the car has meant even more to me since. It's a great reminder of the times we spent in the garage together or out on a backroad somewhere 'TR-ing'.

What is appealing about old cars?

I think the appeal in any car lies in how it makes the owner feel. Driving and owning old cars to me is such a visceral experience. There are no distractions such as radio or satnav, and the driving experience isn't blunted or desensitised by modern aids such as cruise control or lane assist. It stimulates all the senses, from the exhaust note, the smells, the mechanical feel of the gear change and steering, even the tactile feel of the knobs and switches. When you're driving an old car, you're focused on just that and your journey. It's a nice freedom in a busy world that's increasingly hard to switch off from.

What's your advice to a young person about owning a Triumph?

As someone who is at the younger end of the age demographic of our members, I'm not sure there's a simple answer. If it wasn't for my dad's interest in TRs, I'm sure I wouldn't have discovered them for myself. I guess the more we all get our cars out and enjoy them, the more exposure they get to the public. Who knows, it might just plant that seed in a young kid's mind, as was the case for most of us current TR owners at some point.

For a prospective owner, I'd suggest joining a club (the Register of course!) and coming along to a meet. The club has always been very welcoming to me and there is no shortage of members offering a ride or advice. I think after a quick blast in a TR, you'll soon decide whether or not it's for you.

MEET MORE *members*

What is your ideal Triumph outing?

The annual Concours would have to be my favourite TR outing. Seeing the cars arrive from all over the country to converge on one location is always a highlight. To see and hear the cars buzzing around town is something I really enjoy and the convoy to the display destination is hard to beat - so many TRs all lined up with that familiar exhaust note reverberating through town.

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

To have fun! Whatever that means to you. The cars are a hobby now and not so much just a form of transport. If you're not having fun with your hobby, you're missing the point. Whether it's the social aspect, tinkering in the shed, getting the car out for one of your favourite drives, or just enjoying a beer or a wine admiring your car. Enjoying your sidescreen TR means different things to different people. Whatever it means to you, enjoy your car the way you like.



An anecdote shared by Melbourne member Brian Reid which characterises the spirit of club membership ...

I'm in Melbourne. A couple of Friday's ago, for the first time in many, many months (could it be years?), I joined a number of members for a coffee in the eastern suburbs.

I'd finally overcome my own inertia. The first thing I found was – it wasn't that far away! Walking from the car park to the golf club coffee shop was a greater challenge! I can now drive more easily than I can walk!!

A great group of guys to chat to:

- whether to put my daily drive car on Club Plates? (no)
- where to get my new tonneau cover fitted?
- who might still have a supply of wine (my secret)?
- how and where to store our old cars?
- the history of my TR3?
- whether to go to a Sunday Car Show in Brighton?
- ... and where were the "missing faces"?

Aren't we the lucky ones? We're 1%ers – those still alive of our generation.



This car is the ex-John McCormack (NSW) TR2 - that's right, from one John McCormack to another!



NSW members having their usual coffee morning at Pie in the Sky
[Photo credit Renate Polglaze]



Jenny Hicks assisting an aspirant TR owner at Gnoo Blas.

TAPPET WRENCH – *A strange tool*

Neville
Turbit

I dug a tappet wrench out of the back of a drawer and when I showed it to a few people, nobody had ever seen such a device.

It is at least 60 years old as I used it on my first car. It may have originally been my father's.

It takes any size socket and the thumbscrew holds the socket in place.

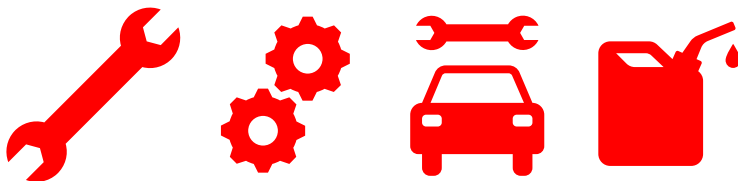
It was made by a Victorian Tool Company called Coxhead.

I could say something about a tool company called Coxhead but the Editor probably wouldn't publish it. [Ed - correct!]

The company made a range of automotive tools including brake rivet sets, dies, breast drills and pullers according to a [site listing defunct Australian manufacturers](#).

Oh, to be their Marketing Manager!!!

Images source: Hand Tool Preservation Association Australia:
<https://www.htpaa.org.au/>



Interested in sun safe driving?

Andrew Ross (NSW) shared this idea for open top touring.

These UV sleeves (pictured right) are available from the Cancer Council shops for \$20.



TONY'S TEST – *The Solution*

The photo was taken at the Grand Prix in 2014. These are the drivers of the TRs used in the F1 drivers' parade.

THE RESTORATION – *Part 1*

Neville begins the story of restoring his first TR in this article, which is the second part of a four-part series on his early days of TR Sidescreen ownership.

Seemingly unable to quit this mortal coil in my high-speed rust bucket, I survived almost a year learning to control oversteer, understeer and unexpected rotation. I slid past fences backwards, disappeared into clouds of dust offroad, and committed enough speeding offences to have my licence shredded for life.

Eventually, around the tacho stop, the engine made a knocking noise. Since the standard TR crankshaft was a single unit, and I now had a two-piece crankshaft, something had to be done.

“Might as well restore the car while I have the motor out,” I said naively.

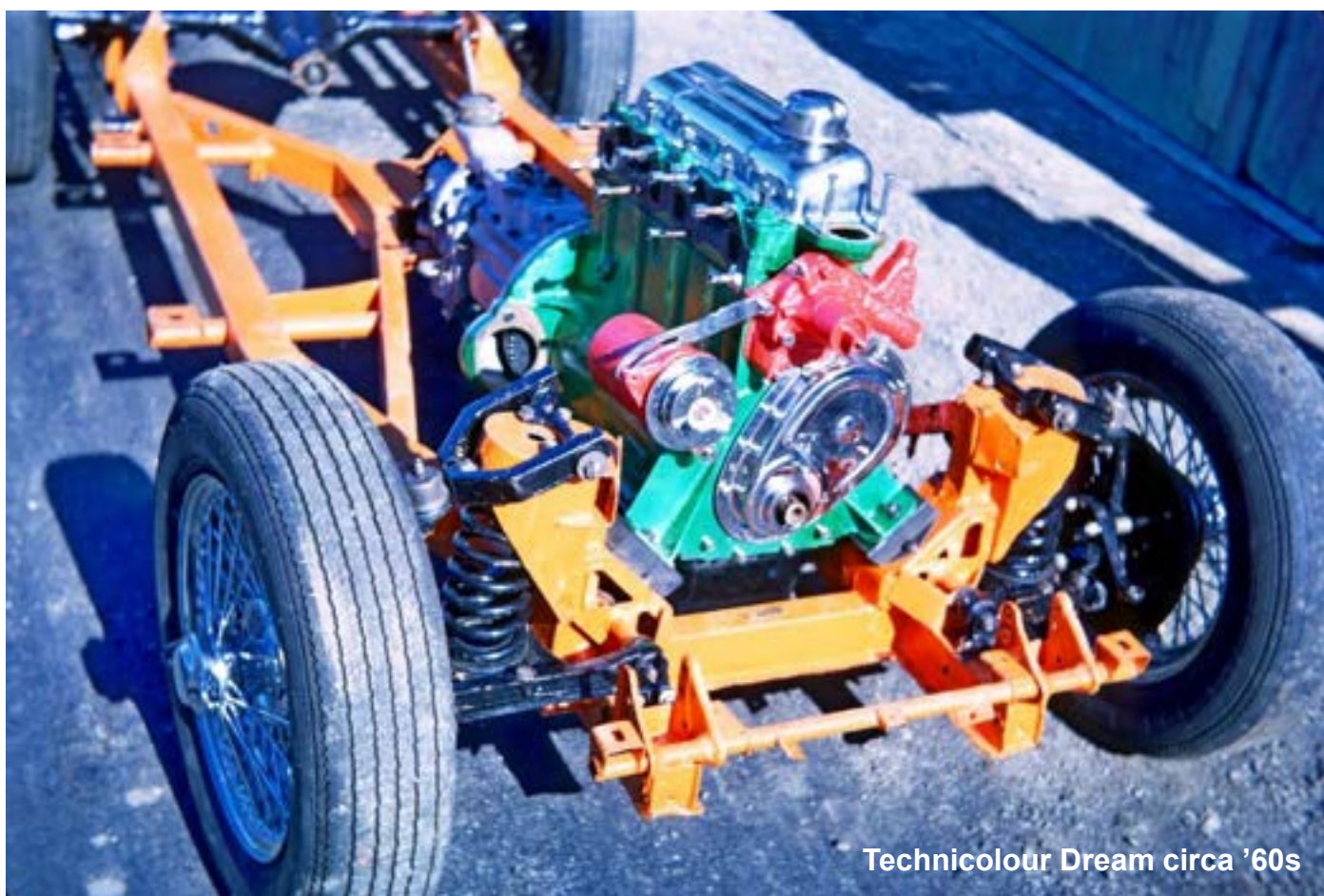
A few mates thought it was a good idea and offered to help. No probs. Payment would be a few slabs of beer, and we would all pitch in.

Now, readers of the first article might remember I was parked in a carport with a dirt floor that sloped downhill. Beside the carport was a disused chook house with about a five-foot clearance and full of building materials.

We started one weekend and, before long, had the body off (not much to undo) and sitting in the middle of the lawn. Spanners flew, and the oxy was constantly in use, cutting off bits and pieces until the engine and gearbox were in the chook shed, the body was under the Hills Hoist, and the chassis and suspension scattered around in the dirt.

The following requires your forgiveness. I can only say it was the 60s. Additionally, a mate was working in the plating shop at Qantas, and there were many bits to be passed through the chroming tank.

We thought we would start with the chassis. We never thought of checking if it was square or straight. If it wasn't, what was I going to do about it? I was living day-to-day and had no money for professional work. The cost of warding off my mates' dehydration was keeping me poor.



Technicolour Dream circa '60s

After cleaning it up, I found some lead primer of an orange hue, which we slapped on. I decided it looked great (remember the era). A couple of coats of clear enamel, and it was finished.

Does anyone remember Cliff in spare parts at Reg Smith Motors Artarmon? He was not only a walking encyclopedia of TRs, but he was also to take most of my money over the next year.

We rebuilt the suspension so we could get the chassis off the dirt. From somewhere, I acquired a set of chrome wire wheels (48-spoke, of course), and they looked magnificent against the orange chassis. I swapped the body under the Hills Hoist with the rolling chassis, and we decided how to attack the mangled mess of what once had been the finest British steel. My mate Peter was a panel beater. He would direct us. It didn't matter that he was in the first year of his apprenticeship; he had more knowledge than the rest of us.

"Think we should cut out all the rust," advised Peter.

"What will we have left?" I asked.

Peter's forte seemed to be the oxy cutter, so within a day, the car looked like a sad Swiss Cheese.

"What do we do now?" I asked.

"Dunno," replied Peter. "Might talk to one of the blokes at work."

One of the blokes at work came around the following weekend and provided Peter with a full and frank character assessment. Peter suspected he might not have a job the following Monday. He gave us some advice and even offered to come around occasionally to do more detailed work—another trip to the bottle shop.

Over months, the car began to take shape. I had new floors made, and Peter welded them in. Half doors became full doors. I even started to learn some welding skills and carried out a few repairs at night through the week. Peter usually fixed them the following weekend.

At this point, I had one piece of good fortune. Since I was about 14, I had worked at the local servo, initially pushing petrol but later doing tyre repairs and lubes. Since I bought the TR, the owner of Total Willoughby, Bill Shaw, had taught

me some rudimentary mechanics. I was still working nights to pay for the TR.

Bill said, "I suppose you should bring the engine up here, and we can help you fix it."

Halla-bloody-loua (sic). At least that would have a chance of success.

We transported the engine in the back of the FJ. Under the watchful eye of Bill and his mechanic Johnny, who raced a lightweight mini, I stripped it down, and they taught me how to put it back together again. I restored the gearbox in the chook shed, and it went together without too much drama. A bit of blood was spilt, and the box was referred to as a fornicating child of unmarried parents, but it all seemed to work.

I was really smart. After stripping back the body, I would not let rust take hold before it was painted in a few months. I found this varnish-type coating that was temporary protection against rust. To remove it, you used a petrol solvent and scrubbed it off. Every panel and the whole body were coated in this varnish and stored in the chicken shed or under the clothesline.

I found someone who would paint it for a reasonable price (cash, on the weekend and in his backyard with a tarp slung over the car to protect it from any weather.) First, I had to remove the varnish. I set out early one Sunday morning with rubber gloves and a spare set in case the first ones tore. Twenty minutes in, I had destroyed both sets and, with bare hands, was using a Scotchbrite pad dipped in petrol. The whole exercise took about ten hours. Over the subsequent weeks, the skin came off in layers, and I still suffer from dry skin on my hands.



FROM THE *archives*



2017 Tasmanian Concours

At this event, many members had car issues. Pauline Kay (VIC) kept a list of them – which is shared here. It is not meant to traumatise anyone, rather it shows the resilience of the intrepid TR owner!

David Ferguson	Flat tyre, wipers adjustment, ignition failure, master cylinder problems, loose shockers	John Johnson	Lost overdrive, windscreen wiper issue, wheel nut failure x2, white wall failure
John McCormack	Intermittent misfiring	Ian McLeish	Water pump
Rob Allan	New battery, coil & condenser	David Pearce	Clutch, gear box failure
Noel Schmidt	Leaking fuel pump, windscreen wiper cable nut loose	John Kay	Problem with thermo electric fan, perforated muffler
Stuart West	Minor windscreen wiper malfunction	Ian Wall	Boiling coil & cracked distributor cap
Ian Cuss	Loose shocker, stones in brakes	Tony Xerri	Tyre tube x2, damage to left hand panel
Warren Evans	Amp meter problems, body damage by other car while stationary	Bob Fast	Loose shock absorber, broken rear half shaft
Gary Waite	Stone chip	Chris Copeland	Blown tyre
Lewis Grey	Lost exhaust system, flat tyre	Chris Olson	Continuous horn blowing
Ivan Powell	Coil & fuel pump died	Peter Standen	Lost muffler strap
Terry Hicks	Handbrake failure x2	Bob Adams	Clutch adjustment
David List	Electric fault just after leaving home, power booster brake diaphragm failed	Gavin Rea	Alternator problems, loose bolts on the front end
Howard Sullivan	Broken rear axle	Denise McGuire	Came away without her T ... key, had to borrow one
Ross Whitehead			

Hahndorf Concours 2025

- 17 – 19 October Display & Bay to Birdwood
- 20 – 22 October After Tour

Birth Certificates

Need a birth certificate for your Triumph?

Contact Bob Watters (details page 2).

We are off to a flying start with this year's events already, starting with Gnoo Blas Classic Car Show in Orange in February.

Thank you Terry Hicks, for the wonderful account below of the weekend. It was brilliant to have Rob and Robin attend all the way from the Victorian highlands and great to catch up with Chris from Bathurst, locals Alan and Cherylin Mitchell and Sydneysiders Jenny and Andrew Ross, John Murn, Jenny and Terry and Russell and I.

Drive Your Triumph Day on the Monday was a rather stormy and soggy affair for many who attended as they ventured home.

Coffee mornings have been well attended. February on the southern side of Sydney in Picton saw a larger crowd than the usual, with the added

happy surprise attendance of what had been coined TR Royalty with John Murn, Brian and Gwen Richards, Bob and Rhonda Slender along with John Pike and Elizabeth Ozolins in attendance.

Our Xmas in July weekend away 12-14 July in Berry is now almost fully booked for the Saturday evening dinner. If you'd like to join the Xmas in July Saturday dinner at the Berry Hotel and/or Sunday to the Shoalhaven Cars and Coffee in nearby Nowra, followed by a local run - you are most welcome. Book your own accommodation if staying over, and notify me of your intentions for either or both days via email: kerrieholliday@hotmail.com.



GNOO BLAS Report

by Terry & Jenny Hicks

It was a small (but mighty) contingent of Hicks and Hollidays leaving Sydney and the Blue Mountains, Friday 7 February, heading for the Gnoo Blas weekend in Orange. Weather was sunny and warm. We gathered with many other cars, including Bob and Robin Adams (TR3A), Alan Mitchell (TR4) and Andrew and Jenny Ross (TR3A). We made a cavalcade through Orange for lunch and refreshments at a local winery. Friday evening was a sausage sizzle in Sir Jack Brabham Park. John Murn joined us. Weather sunny and hot.

On Saturday we parked the TRs with the local ASCC, (Australian Sporting Car Club). Over 900 other vehicles were on display in Sir Jack

Brabham Park, to commemorate 65 years of the Gnoo Blas motor racing circuit.

Chris Olson joined us for the day from Bathurst with the Doretti. Bus trips were organised around the actual circuit with commentary covering names of corners, names of competitors, speeds achieved on a very narrow circuit and the politics of the time. The circuit operated from late 50s to early 60s. Presentations were made to individuals and to clubs. Unfortunately we didn't win the 22,000 litre Bushman's tank. A threatening storm hastened an organised and orderly departure from the park.

NSW Events



Formal dinner

Saturday night's formal dinner at the Orange Ex-Service's Club was attended by over 250 enthusiasts. We were entertained by scrolling photos of the events to date from Friday's street parade, the winery visit, the informal BBQ at Jack Brabham Park, and the record breaking display of around 900 vehicles. We listened to reminiscences of Will Hagan, followed by a Q&A style discussion and slide presentation of the development of production cars through to the latest supercars, creating the great rivalry of Ford vs Holdens with Colin Bond and Ray Berghouse.



Sunday morning

Cars gathered at Cook Park before heading out of town to scenic Lake Canobolas for coffee and morning tea, followed by lunch at the Waratah Club. This was organised slightly differently ... people who had ordered lunch were all sitting together. If you had forgotten your order, you just had to look for your name. This meant you got to meet new people and must have been much easier for the organisers.

Friday BBQ L→R: Alan Mitchell, Jenny Hicks, Terry Hicks (seated), Rob & Robin Adams, Cherylin Mitchell, Jenny Ross, Kerrie & Russell Holliday, John Murn

We stayed on another night and headed back through the storms. We kept the roof off until Bathurst, when torrential rain delayed heading home. Bob and Robin Adams made it to Cargo before managing to get their car under a BBQ shelter.

Congratulations to the Gnoo Blas organisers for an excellent weekend and for an excellent website.



The circuit was created in the grounds of the old Bloomfield Hospital/Asylum. It held a lot of long-term patients who would happily chip in and help for little if any remuneration. The main straight was named "Mental Straight". You would have to be able to drive at speed with little more than a hay bale as a safety device. The lap record was held by Jon Leighton in a Cooper Climax. His sister-in-law, Diane Leighton raced the TR that lives in the pub at Longford.

We saw a lot of familiar faces. An old friend was there with a veteran car. Years ago, he was going home and when his wife jumped off, saying: "I'll just go ahead and get dinner ready".



Chris Olson's
Doretti on display



Runs in April and May

Coffee mornings, lunch and other day runs

Every Wednesday Tathra Pub, 8 Bega Street Tathra

10am

- Sapphire Coast Chapter organised run
- Morning tea
- Enquiries Bob Watters bobtr3@gmail.com

Last Wednesday of the month TSOA NSW Coffee and cake

10am

- TR Register members are formally invited to attend these coffee mornings
- See TSOA Website: <https://www.tsoansw.org.au/calendar/>
- Morning tea – in various locations (TBA)
- No log book entry required to attend
- Enquiries to John McCormack huon_24@bigpond.com

Wednesday 2 April Pie in the Sky, 1296 Pacific Highway, Cowan

10am

- Morning tea
- Enquiries to Andrew Ross andrew@tr-register.com.au

Sunday 6 April AutoBrunch St Ives Showground, 450 Mona Vale Rd, St Ives

8am

- Cars & coffee
- Enquiries www.nsscc.com.au or Andrew Ross (as above)

Wednesday 16 April Moses Barnes, 89 Argyle Street, Picton

10am

- Morning Tea
- With continued difficult parking in Picton, it is suggested to arrive earlier
- Booking & enquiries Jenny Hicks hicksjenny50@gmail.com

Sunday 4 May AutoBrunch St Ives Showground, 450 Mona Vale Rd, St Ives

8am

- Cars & coffee
- Enquiries www.nsscc.com.au or Andrew Ross (as above)

Tuesday 6 May WSI Airport Experience run and lunch

- 9.45am meet at Settlers, 1300 Mulgoa Rd, Mulgoa Morning tea
- 10.45am depart for countryside run
- 11.45am arrive at Lunden House, 76 Willmington Rd, Luddenham For lunch
- 12.50pm depart for Western Sydney International Experience Centre visit, 100 Eaton Rd, Luuddenham
- 1pm group visit WSI Experience Centre (approx 1 hour)
- Bookings and enquiries to Kerrie Holliday kerrieholliday@hotmail.com

NSW Events

Runs in April and May

Coffee mornings, lunch and other day runs

Wednesday 7 May 10am	Pie in the Sky, 1296 Pacific Highway, Cowan <ul style="list-style-type: none"> • Morning tea • Enquiries to Andrew Ross andrew@tr-register.com.au
Wednesday 21 May 10am	Moses Barnes, 89 Argyle Street, Picton <ul style="list-style-type: none"> • Morning Tea • With continued difficult parking in Picton, it is suggested to arrive earlier • Booking & enquiries Jenny Hicks hicksjenny50@gmail.com

Upcoming events – full details to come

24 June	Two ferries run, Hawkesbury Region <ul style="list-style-type: none"> • Enquiries to Andrew Ross andrew@tr-register.com.au
12 - 14 July	Xmas in July weekend run, Berry <ul style="list-style-type: none"> • Staying at the Berry Village Boutique Motel Book on 02 4464 3570 • Saturday night dinner at the Berry hotel approx \$65pp. Full details in February March Sidescreen # 137 • Enquiries to Kerrie Holliday kerrieholliday@hotmail.com
17 August	Annual Council of Motor Clubs – Shannons Sydney Classic – Sydney Motor Sports Park, Eastern Creek <ul style="list-style-type: none"> • See www.sydneyclassic.com for details and tickets
29 - 31 August	Sculptures in the Park, Dungog weekend away. <ul style="list-style-type: none"> • Enquiries to Andrew Ross andrew@tr-register.com.au
14 September	All British Day, Hawkesbury Showground, Clarendon <ul style="list-style-type: none"> • Enquiries to Andrew Ross andrew@tr-register.com.au
17 – 22 October	2025 Concours Hahndorf, South Australia <ul style="list-style-type: none"> • Concours and after tour • Bookings now available via the website www.tr-register.com.au



NSW members at one of their favourite coffee haunts in Picton.



Drive Your Triumph Day – Queensland-style.

An excellent day was had by all finishing up at St Bernard's Hotel on Tamborine Mountain with many different models of Triumphs.

A special note to a member TRavelling from north /west of Warwick in her TR3A to Tamborine. Great job - well done Great weather for driving your Triumph and poking your nose around Tamborine Mountain streets in a TR.

Never too far in a TR

Paul



Photo credit: Paul Bingham



FROM THE *archives*



Member Brian Reid sent in this photo from the club newsletter, dated December 1993 – January 1994. He has a complete collection of these publications and has suggested we include something from these early days, in each Sidescreen. Not sure if anyone recognises anyone here? **Ed**

SOUTH AUSTRALIAN *Report*



We have done a few things in SA recently, beginning with Drive Your Triumph Day. As it was going to be a hot day we changed our lunch plans to a breakfast by the beach at The Largs Pier hotel. This hotel is famous for its live music back in the day when Cold Chisel and Johnny Farnham were making a start in music. It was a bit quieter on the DYTD other than the rowdy 20 or so members that turned in seven Sidescreens.

A couple of weeks later we had a meet up at an Aldinga café on a Sunday morning 'coffee & cars' event. We managed to turn out another half a dozen or so cars. A few headed down to Peder Van Loewes place a bit further south for lunch afterward.

If you are not hearing of events happening in Adelaide then we don't have your email or phone number. If this is the case then contact:

Geoff Bills
Geoff.bills51@gmail.com

or Colin Baldock
vicepresident@tr-register.com.au



We have a lunch or catchup of some sort about once every four to six weeks so there are no excuses not to get involved!

Just in case you missed the memo on the Concours, entries are now **open** and we want to get a good local turnout. If you need convincing you should be there get in touch with Geoff or Colin.

If you are a first time concours attendee, this is a perfect opportunity to get to know some of the interstate members and get involved in the community that is the TR Register.



South Australian members outing to Goodness Café Garage Day, Aldinga [Photo credit: Geoff Bills]





Drive Your Triumph Day – where an excellent breakfast was served at Largs Pier Hotel.





David's 1959 Peerless GT
at the entrance to Milton



Martin & Daphne Osborn (TR3A)

The southern island has had a bit more activity over the last two months with improved weather prevailing.

2 February - Hugh and Jude in the TR2 and David in the TR3A set out to meet the Triumph Owners for lunch at the Van Dieman Ice Creamery at Elizabethtown. Heading down the Meander Highway the TR2 lost oil pressure. Hugh had put a new copper washer on a leaking bolt holding the oil filter adaptor to the block. Noticing the bolt had a thread right to the bolt head, the bolt was replaced.

You guessed it - the bolt was too long and bound on the end. While David went back for oil, two spare washers from the rocker cover were added to the bolt and the problem was fixed. The result: They arrived 30 minutes late for lunch! Other people and cars at the Creamery were Tarni in the newly acquired TR7 Spider, a Spitfire Mark3 and Bruce in an SUV (having left his Dolomite, TR250 and TR7 in Hobart). It was impressive that he turned up though.

9 February - Three northern members: Hugh and Jude in their TR2, Mike and Jenny in the TR3 and David in his Peerless (Triumph engine according to David) met outside Perth and travelled to Bicheno via Lake Leake. They stayed at Hugh's shack overnight.

The following day at 11.30 at Milton Winery they met Jeff Mount in his TR5, a Blue TR6 from Hobart, one family-owned Yellow Stag but most importantly Martin and Daphne Osborn in their TR3A. It was Martin's first outing in the TR for 18 months.

It was great to see him again in the car. Not a bad first outing – 200 km up the Tasman Highway to Milton. The way home was across Lake Leake highway to Campbelltown and down the Midland Highway to Lower Snug. Well done Martin!

15 March - David in the TR3A travelled down to Oatlands to meet the southern Triumph Owners at the pancake parlour. Six or so Triumphs were there including Triumph Owners President Tarni in the TR7.

Our Cars

I visited Stephen Rochester at his home and saw not only a magnificent tidy workshop but his lovely powder blue TR3A about ready to hit the road. Stephen is also about to put MX5 seats in the TR3B ready for the trip to Hahndorf. [I would like a photo of the workshop please Stephen – Ed]



Tasmanians enjoying Drive Your Triumph Day at Milton

David found broken spokes in one of his Peerless wheels and is replacing studs in its exhaust header.

Kevin Robson has been collecting parts but is now back working on the TR2 or at least playing with his TIG welder [Photo next edition!]



The Trip to Tuerong: Drive Your Triumph Day 2025

This year's Drive Your Triumph Day was a delightful and memorable event that took participants through a scenic and gastronomic journey. The day's itinerary promised a blend of culinary delights, beautiful landscapes, and the camaraderie of fellow Triumph enthusiasts.

The adventure begins

The adventure began with a visit to Jones Corner Café, where the group gathered for morning tea. The café's warm ambiance and delicious offerings set the tone for the day, as attendees enjoyed their beverages and snacks while catching up with friends.

Tuerong farm

From there, the convoy made its way to Tuerong Farm. Known for its bakery and wine, the farm was a highlight of the trip. Participants had the opportunity to explore the bakery, sampling fresh, artisanal bread and pastries. The wine tasting offered a perfect complement, with many taking the chance to purchase their favourite bottles and breads as souvenirs of the day. Thank you Peter Cotter for welcoming us to your family farm and making the vines a perfect backdrop for photographs.

Benton Rise Farm

Lunch was hosted at Benton Rise Farm, a picturesque location that provided a charming setting for a relaxed meal. The farm's rustic charm and delicious food made it an ideal stop, allowing everyone to unwind and enjoy the company of fellow Triumph aficionados.

Yabby Lake Winery

The final destination was Yabby Lake Winery, where participants were treated to a sample of exquisite wine paired with a delightful cheese platter. The winery's tranquil atmosphere and scenic views provided a perfect conclusion to the day's journey.

In total, 30 people attended the event, including members of the TR Register, TCCV, and TSOA. The weather played a significant role in the day's success. Although the day before had been very windy and unpleasant, Monday, February 10 proved to be overcast and warm - ideal conditions for removing the soft tops and driving in comfort.

Everyone enjoyed the day's activities, and the event was deemed a resounding success. As the day ended, participants looked forward to another interesting Drive Your Triumph Day in 2026.

Artificial intelligence (AI)

If you have made it this far through the report, you might be interested to know that I did not write 95% of it! It was all done by Artificial Intelligence! Well at least you know there was some intelligence involved! If you use Microsoft Word, you can try it for yourself. Just enter the key points and let it rip.

David Ferguson



