
Sidescreeen



**JOURNAL
OF THE
TR REGISTER AUSTRALIA**

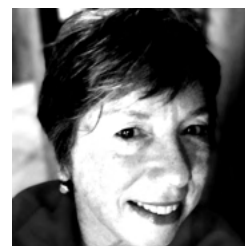
NO. 140 AUGUST - SEPTEMBER 2025

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Hahndorf Concours 2025
17 - 19 October

After Tour
20 - 22 October

From the editor

An abundant issue of Sidescreen is coming your way this time. People have been busy tinkering away at their cars and tapping out articles on their computers. Thank you! Thank you!

This month we read more about our members - restoration stories, how the passion for Triumph sidescreen cars was ignited and images of workshops where the magic happens. Great fireside reading.

We are increasing our digital presence! The TR Register now has a YouTube channel. In Car Club Chat, read about David's work in this space.

Concours activity is building up. I am sure people are servicing their cars, planning their itineraries and dusting off their costumes for the big event. Make sure you reach out to other members in your area to coordinate group travel arrangements.

The 50th Celebration committee has been busy pulling this great occasion together. The celebration book is also taking shape but is short on illustrations in the early years. Please look into your archives and old photo albums to see if you have any images to share. Scan them to Bob or contact him about getting them.

Drive safely

Mary
& Scout 

PRESIDENT'S *message*

Greetings members

Welcome to a new year of club news and happenings. The AGM seems to be a distant memory, and I would like to thank all the committee for standing again.

It is with great pleasure we welcome Rowan Burns to the Vice President's role. I would think he may be the youngest VP we have had for a very long time, maybe even since that very first meeting. The committee have jumped in with our first meeting full of ideas for progressing the club forward.

While I won't dwell on the topic, we've begun giving some thought to succession planning. It's important for members to be aware that, although roles such as President (currently five years), committee, and other elected positions don't have formal term limits, there comes a natural point where individuals may wish to take time for themselves. Planning ahead ensures a smooth transition and opens opportunities for fresh perspectives and renewed energy in these roles.

Our goal is to have members step forward over the next 12 months and indicate interest in positions on the committee or the elected positions. You may be good in data formulation of the membership, like crunching numbers in financials or continuing the running of the successful magazine. These are just a few of the positions that we could train you in, so when the time comes you can slip straight in. So please give consideration to joining us.

Another initiative as you have realised from the latest email, is moving into the electronic age with the distribution of our wonderful Sidescreen Magazine. Amazingly enough the response in staying with hardcopy is more than I think we were expecting. The committee were unanimous in not phasing out the hardcopy but looking at financial operating expenses with maintaining services to YOU the member.

Rowan came up with a great promotional idea. Between them, David, John Mc Jnr, and Rowan will develop the idea further so we all have a better understanding and can present it to you. Stay tuned!

In September Steve, John Mc Snr and I will venture to our Spare Parts warehouse to see the Allan Bare operation with the spare parts and how we can help him as a club. We will also meet with Ray and discuss any issues he may have with members ordering spares. Allan asked for the Spares Drop down menu to be more obvious and easier to see on the website. Colin has initiated this. You will now find new Parts on the front home page. If there are parts you require or would like us to be able to carry, let us know and we can discuss this with Allan.

On the car front, I spoke with long time Armidale member Jack Evans. He and his mate Darcy Reynolds were the true Concours judges. Their knowledge is untold, and you never questioned their score. Jack sold his TR3A and now is looking at selling his Singer 8. It was a regular vehicle you would see at concours events. Jack unfortunately, is not allowed to drive any more so he feels this car should be sold to somebody who would maintain and use it. Keep looking at the website - it will be up there soon.

My Trudy (TR2) is coming along nicely. Spending days and nights in the workshop, you think you're making headway then you think, maybe I will just change that or clean this and there goes a day.

Keep on TRing and see you all in Hahndorf.

Ian

President | TR Register

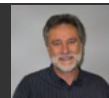


Ian Cuss, President



MEMBERSHIP *Report*

Andrew
Pitchford



The 2024 Financial Year finished with 335 Financial members. This is very similar to the previous few years which is satisfying considering what we have all gone through over that period. Already some 227 have renewed their memberships for 2025.

To maintain the financial health of the TR Register it would be appreciated if those who have not paid for their membership renewal do so as soon as possible.

On another matter name badges are provided to all new members of the TR Register. I am in the process of preparing another batch planned to be distributed prior to the Hahndorf Concours. Some existing members have requested replacement badges having lost or misplaced their original ones.

In order to consolidate the order would anyone wanting a replacement badge please advise me by email (membership@tr-register.com.au) prior to Friday **15 August 2025**.

There is a charge of \$10 for all replacement badges and payments can be made directly into the TR Register account the details of which are provided below.

New members

No new members have joined the TR Register since the last edition of Sidescreen.

Renewals

Membership of the TR Register is based on a Financial Year period. Membership renewal fees are as follows:

Full Membership	\$50
Associate Membership	\$25
New Membership	Complimentary [for the first year or part thereof]

Payments

Payments should be made preferably by direct deposit to the club account the details of which are provided below.

Account Name: TR Register Australia
BSB: 032 087
Account No. 152432

Please reference your name and / or membership number so your payment can be identified.

For those members who are unable to pay by Direct Debit payment, it is still possible to pay by credit card, emailing your credit card details and expiry date and, for security purposes, on a separate email the CVC No. to the Membership Officer. Post cheques to:

The Membership Officer
TR Register Australia
12A Stanhope Street
Mont Albert VIC 3127

Andrew Pitchford
Membership Officer |TR Register

TONY'S *Test*

Tony's question for you this issue:

When and where was this photo taken?

The answer: Page 23



50th Anniversary Celebration



Here is the latest 50th Anniversary celebration news for next year's event.

2026 Concours

The Orange City Council have approved the use of Roberston Park for the Concours display. This will be a terrific location as the park is in the main street of Orange directly opposite the Hotel Canobolas and should generate lots of public interest. Kerrie and Russell Holliday put in a lot of time and effort in dealing with the council bureaucracy to achieve this excellent result.

The other vital components of the Concours are under control with the Friday registration and Saturday presentation dinner venue booked, motel accommodation reserved, a winery lunch on Sunday and local drive plans all under review.

Planning for **The 50th Anniversary Run** on Saturday 16 May 2026 is well advanced in some areas.

- **Victorian members** are planning a weekend run to Port Fairy and a possible link up with a **South Australian contingent**.
- **New South Wales members** are planning to replicate the original run to the Norman Lindsay Gallery in the Blue Mountains, again likely to be a weekend event.

I'm not aware of any other plans yet so if you haven't started planning to celebrate this historic milestone get started now. For members in regional locations without the opportunity to join one of the larger groups, just take the TR for a drive and send a photo to the Editor and the Web Manager. The same as the Drive Your Triumph Day.

The 50th anniversary book

Work is progressing on the book with the first two chapters completed. The request for photos and anecdotes has not produced an avalanche of responses, not even a minor rockslide. Thanks to those who have responded but many more are needed to produce a quality result. If members attending the Concours in Hahndorf in October bring their old photo albums with them, arrangements can be made to copy photos there.

The book is based on what was recorded in newsletters but there are numerous tales that did not make the cut so if you have any to share please send them.

A good example is something that happened on the 2023 TT in southeast Queensland. Approaching a regional town, one of the touring party had the misfortune to break a rear spring leaf. A local member who met the group immediately offered a spring from his under-restoration car and the use of his workshop to swap the spring for the broken one.



This incident will be dealt with in the book in detail but there must be numerous tales of similar incidents. Why not share them? These are the things that have breathed life into our club and made it what it is.

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
Historian | TR Register



Working group members

Bob Watters
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David Ferguson
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dnjpearce@westnet.com.au

John McCormack
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Russell & Kerrie Holliday
tr3a@live.com

SAVE THE DATE ~ MAKE A PLAN!

16 May 2026
For a potential run on the club's
50th Anniversary

Birth certificates increase in cost

After many years, the cost of a birth certificate has increased to \$60, due to an increase from the owner of the data and increased postage costs.

SECRETARY'S *Report*

Steve
Bradford



Hi everyone

I guess the majority of what's going on has been covered by others in this *Sidescreen*, so from my perspective I just keep doing secretarial stuff!

From a correspondence perspective, newsletters and meeting notices are received from the different motoring organisations that we are a member of. These are distributed to the appropriate state coordinators when received.

We have also opened up the lines of communication with the TR Register UK, updating them with the outcomes of the AGM.

Reminders

- Committee meetings are held on the third Tuesday of every second month – next one due 16 September, and
- Minutes of the meetings are posted in the Members' section of the website.

If you have any questions, or any matters that you'd like raised for the Committee to address, please let me know **seven days before the scheduled meeting date**.

Time to get back to work – hope you are all keeping well and having fun!!

Cheers

Steve

Secretary | TR Register



More information has come to light following the article in the previous *Sidescreen*.

The TR2 pictured in the first article [PKV374] was bought by King Hussein of Jordan after the event and was raced it in the UK having been painted in the Jordanian colours of blue and white. It was sold in November 1956 and went through several, not always caring, owners until acquired by the late Jan Pierce in 1972 who undertook a full restoration to bring the car back to its 1955 Le Mans specification.

The fully restored car returned to Le Mans after 50 years in 2005 for the one-hour Legends Race run as a prelude to the main event. This was arranged by Paul Hogan from the TR Register UK with Tony Dron and Nick Marsh as co drivers. Sadly, the car suffered fuel issues and only completed six laps. The photo above shows owner Jan Pierce, mechanic John, Tony Dron (in the car) and Nick Marsh. In the background is the Standard Vanguard Estate that was the team support car. Photo from the Paul Hogan collection.

In 2019 the car was sold at auction for the world record price for a TR2 of £258,000 (UK pounds) which was well over the pre-sale estimate of £100,000 to £140,000. It is believed to now belong to a private collection.

A small piece of related trivia - in 1995 the TR Register UK commissioned a painting of the TR2s at the 1955 Le Mans. From this original artwork 850 prints were produced for sale to members. Here is a picture of my print (right), number 337. All prints were signed by Ken Richardson head of the Triumph Competition Department and the artist Lawrence Bold de Houghton.



Bob Watters | Club Historian



There are no issues to report regarding the website. At this time I have nearly a half of our members registered. If you are not registered then you cannot access the Members Menu or the New Parts price list and order form.

At the moment I am in a maintenance phase as concours and other issues take precedence but I aim to continue developing the site further once these have settled. At that time, I will look into reporting traffic on the site on a regular basis. Later in the year I will transpose more of the old website information into the new site so it is more accessible but if you are looking for this information the old website can be accessed via the menu option at the bottom of the Members' menu option.

The members' gallery is a bit bare so send in a few photos and a brief story on your car. When did you get it, why and have you restored it. *I will not post anything in the members' gallery unless I am specifically asked.*

Concours report

The drama of the accommodation seems to be averted after I have visited the three separate accommodation sites and discussed the matter with separate management. The new management of the Reisen Hotel is doing some renovating and aren't taking bookings yet but they have reserved the rooms we need - so no need to stress. I will keep in touch with them and have provided them with a list of all who have booked accommodation at what was previously The Manna. The Lodge and Studio bookings are unaffected and I have asked the Lodge management to confirm bookings from the list I gave them. If you have not heard from them, give them or me a call and we will sort it.

Having said that, I was of the understanding that 49 rooms were originally booked but I can only identify 47 attendees with my call for bookings. Either two have cancelled or not told me of their accommodation bookings. If this is you, please let me know ASAP.

As I have a good understanding of accommodation bookings it is apparent that many are still to register for the event. **I would like this completed by the end of August** so we can advise venues of the numbers. If you have not booked for the Bay to Birdwood event you may be too late but it is still worth trying to as we have a decent group of cars attending so we should make an impression to the onlookers!

If you have registered for the concours and have not received your confirmation and entry costs letter please contact me. I send these out within a day or so of receiving the entry. To all who have entered and registered an interest in Lunch & Laps at The Bend, you should by now have received the link to register for the event directly with The Bend. Again, if you haven't received this and want to go or just changed your mind, please contact me.

By the time this publication is released, merchandise for the concours will be available. Order via the website form or send me an email.



Other than the drama of the accommodation all else is going well thanks to the support of our concours committee. We are looking forward to seeing you all at the OcTRoberfest!

Colin
Webmaster | TR Register



HAHNDORF CONCOURS 2025

The Program

Location: Hahndorf historic village,
Adelaide Hills

Dates: 17 - 19 October 2025

The After Tour

Location: Various

Dates: 20 - 22 October

Friday 17 October

- **Registration**
4pm - 5pm
The Haus Restaurant
- **Welcome Evening**
6pm – 11pm
The Haus Restaurant

Saturday 18 October

- **Concours**
10am - 2.30pm
Hahndorf Primary School
- **Presentation Dinner**
6.30pm – 11.30pm
Adelaide Hills Convention Centre

Sunday 19 October

- **Bay to Birdwood**
8.30am - 3pm

OR

- **Beerenberg Farm**
- **Hans Heyson *The Cedars***
(museum and art gallery)
- **Ambleside Distillery**
- **Hahndorf Lavender farm**
- Or, enjoy some of the very local wineries such as Hahndorf Hill, Nepenthe, The Lane or Shaw & Smith to name a few.
- **Members Forum**
4.30pm - 5.30pm
- **Farewell Dinner**
6.30pm – 9.30pm

Monday 20 October

- **Lunch & Laps @ 'The Bend'**
- **Alternative event**
Walking Tour of Hahndorf

Tuesday 21 October

- **Scenic drive to Strathalbyn**
Lunch at local winery
10am - 2.30pm

Wednesday 22 October

- **McLaren Vale & Lady Bay Resort**
10am - 2.30pm

Travelling to Concours in your Triumph Sidescreen?

- Travel with friends or join other members to form a "convoy"
- Enjoy the camaraderie
- Make new contacts
- Benefit from technical expertise of others
- Safety in numbers

Presentation Dinner theme: 'The Best of British'

There is plenty of scope. Come as:

- your favourite actor or character (Bond, James Bond, Harry Potter or Hermine)
- a member of the royal family just dust off your tiara
- a racing driver if you can do the Lewis Hamilton dreadlocks!
- we expect Basil Fawlty to be there!

Check the website:

<https://tr-register.com.au/wp-content/uploads/2025/02/TR-Register-2025-Concours-Plan-3.pdf>



Getting ready for the Concours display

Class	Requirements
Excellence in presentation	Cars must be either “Registered” or operated on the “Club Permit Scheme”. Cars will be judged in up to five sections by teams of judges. In this category, a neat, clean and well maintained or restored car should score well. Cars can have some modifications which don’t impact on the look of the original car. Please present any relevant information on your car as to its original delivery state this may be used in the event of a tie.
Originality	<p>Cars must be either “Registered” or operated on the “Club Permit Scheme”. Cars will be judged in up to 5 sections by teams of judges. In this ‘Originality’ event, a neat, clean and well maintained or restored car to the original standard should score well. Old and clean can score as well as, if not better than, new and dirty.</p> <p>Intended to validate the vehicle’s originality by either the presentation of the vehicle’s Birth Certificate or other means (Eg. DTR - evidence of what it was out of the factory old rego papers, photos, samples etc.). Judging will be balanced to ensure that original cars are not penalised by restored cars.</p>
Road	<p>Judging is not based on originality and allows for modifications which respect the design of the marque. It is based on cleanliness and overall presentation. All cars in this class will be assessed by the judges on an equal basis, but original items like paint which is older and in excellent condition for its age (even if slightly tarnished by stones chips and minor cracks etc.), will be judged fairly based on cleanliness against cars with new paint.</p> <p>Modifications: Providing the car maintains the spirit of the TR including retaining the original motor and drive train, all modifications will be included in the judging for the quality of presentation.</p>
Derivative	<p>Cars must be either “registered” or operated on the “Club Permit Scheme”. In this “elegance/originality” event, a neat, clean and well maintained or restored to the original standard car should score well.</p> <p>Intended to validate the vehicle’s originality by the presentation of the vehicle’s Birth Certificate. Judging will be balanced to ensure that original cars are not penalised by restored cars.</p>

**Triumph Sidescreen
birth certificates**
Need one for your car?

Contact Bob Watters
(details page2).

*Put your
thinking caps on
for the*

**Best of British
Presentation
Dinner**



MY TR2 Story

You read about the work undertaken by David Stone with the restoration of Graham Chegwiddden's TR2 in Sidescreen #139. Here's the background - that started in Graham's formative years!

It was 1954. I was just 10 years of age and a developing car enthusiast. I had followed the 1953 Redex Trial with much enthusiasm. My topic for my school composition was "My Redex Trial Experience". In the competition, I wrote that my car had "tubless tyres" and I remember my teacher correcting my spelling error.

I suggested to my father that we go to the motor show. As usual, my father was much obliging, and we went to the motor show. The family car was a 1948 Standard 14, so a visit to the Standard Triumph stand was obligatory.

On arrival at the stand, my eyes focused on a white two-door convertible. It had the hood down, and it looked absolutely magnificent. The scene is still in my mind. I now know that I was staring at the first TR in Australia.

- Car number TS211.
- Motor number 75253E.
- Chassis number EBZ107262209.

My eyes were wide, and my mouth was open. In my mind was "I want one of those when I grow up". This wish was achieved at 80.

For a number of years, I lived at the seaside village of Stanwell Park, just south of Sydney. I had a collection of interesting cars, and a fellow walked past, spotted my cars, and came in to meet me. His name was Russell Bourke.

From that first meeting, we had a 34-year friendship. Russell had gathered about 20 to 30 cars, and he said he wished to set up a motor museum. The cars were stored in his front yard, which adjoined the beach front. The cars rusted and were the subject of Council action for their removal. Some cars were stored under the house. Fortunately, the TR2 was in this category.

I recall Russell having conversations about the TR2. It was his 21st birthday present, and he drove it for a number of years and updated to a TR4. The TR4 was also under the house,



Photographs taken 18 September 2023 the day the car was introduced to David.

I recall Russell having conversations about the TR2.

He would say, "I am gonna restore my TR2 some day".

Russell never did restore the TR2 and he passed away on 11 August 2022. Over the 34 years of friendship, I never saw the TR2. Russell was a hoarder and the TR2 was under the house and jammed in with a multiplicity of items around it. Including a pile of bricks which was to be used in renovation.

For a number of years, I had a legal practice at the nearby town of Helensburgh. Unbeknownst to me, in 2000, Russell went to my office, was attended to by one of my employees, and made a Will appointing me executor of his estate.

After his death, I had the job of cleaning out the clutter from under the house. I had to get contractors and a trusted supervisor as Russell always boasted about having a collection of Rolex watches in the pile. The only "Rolex watch", which emerged from the rubble was a fake version. Upon discovery of the TR2, I immediately applied proper procedures to make the car my own, and it became mine.

I then joined the TR Register and began planning the restoration. I contacted a friend, David Stone, who had recently retired from his executive position in the motor industry and was looking for something new to do. David had qualified as a panel beater prior to taking up positions in the motor industry and he was keen to find out if he still had his panel beating skills. As it turned out, David still had his skills, and he is doing a wonderful restoration on the car.

David kindly submitted a story about what he is doing to the TR2, and that was published in the June-July 2025 issue of Sidescreen.

The restoration is a joint effort of David, Peter Woodcock and me. David is doing the "hands-on" panel and rust removing work and Peter is attending to the mechanics as I am not competent in those matters.

My role is to plan, research, procure parts and services and direct the way forward. I must acknowledge the kind assistance I have received from John McCormack, Ray Kasparian and Mal Munro and other TR Register members. David, Peter and I are a good team and hopefully our efforts will be displayed at the Concours at Orange next year.



The people in the photographs are Darren Mitchell and me.

When I got the car, I took it to a local engineering shop – “Crookwell Engineering”. The proprietor, Darren Mitchell removed the motor and assisted me in having the motor completely rebuilt. The engine block went to Canberra for machining, new parts were obtained and it was reassembled by Goulburn Farm Machinery by people who had grown up with Ferguson Tractor Engines. The motor is now complete and is stored in my garage in readiness for installation. I have a video of it running on a pallet.

I have chosen British Racing Green for the colour and I am busy sourcing the correct paint and appropriate upholstery items.

I am sourcing the “finishing touches”. I am also arranging restoration of the instruments. I am hoping to be driving the TR2 by Christmas.

Post script from David Stone:

Thanks Graham. I read and liked your story. You may wish to add some of the many things that you are doing towards the TR2 restoration.

An example is the continual sourcing/ ordering of parts/accessories.

I'm not doing this restoration alone - you're involved too.

Photos by David Stone

TRs on a recent trip to the UK

Tony
Knowlson



TRs on a recent trip to the United Kingdom

On a recent trip to UK and Iceland we had a couple of encounters with TR and TR-related items.

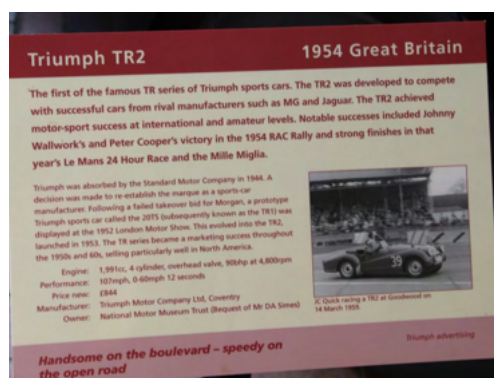
One item on my bucket list was the National Motor Museum at Beaulieu in the New Forest. As we were in Southampton for a cruise, we took advantage to visit.

The cars were really well displayed and the exhibit on Land Speed Records was great. On display was a very nice Black TR2 which we had a good look over. The board describing the TR2 seemed pretty accurate to me.

Not only that but the museum are seeking donations, so if any members are unsure what to do with their car when too old, infirm to use, here is one solution.

We then went through the stately home and one could admire not only Lord Montague's residence but his choice in ties. The museum itself was not as extensive as I had expected but

The only TR seen on the road was whilst staying at the Cotswold Water park was a rally-prepared TR4 in the car park, but unfortunately no driver around.



MY FIRST TR - *A Diversion*

Neville
Turbit

This is the third instalment from Neville's TR restoration series. In this one he is diverted "off course" by the lure of speed and racing adventures.

As proud as any new father, I took my TR on road trips and anywhere I could drive fast. Tracks around Sydney at the time were Warwick Farm when the horses were not in residence, Oran Park, which is now a suburb, and Amaroo.

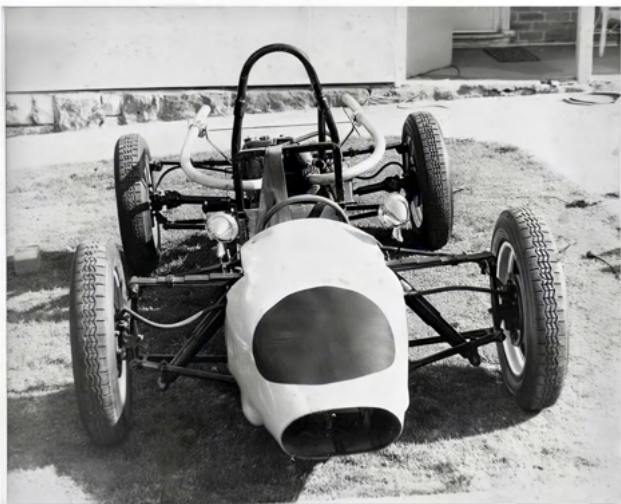
I wonder how many residents of Oran Park know it was once a racing circuit. I remember being there one hot summer day in 1966 when two people died in separate accidents. One was John Marchiori in a Lotus 20. The other was Ray Heffernan in a Cooper. Both were in the same corner. For some reason, I never thought it might happen to me.



Trying to roll the tyre off the rim



Practising opposite lock



The Dreadnaught—interesting exhaust pipes

One of the ridiculous pieces of motorsport was the Amaroo Dirt Circuit. It was basically a graded dirt track through the bush with no run-off areas or fences. As the day progressed, the track became a series of bumps and loose dirt. I remember one time racing there when a Healey disappeared into the bush. They had to cut down the scrub to drag it out.

Racing gear included a crash helmet and goggles to keep dirt out of your eyes. You just wore what you turned up in. Hopefully, you didn't crash, or you would have no way of getting home.

The wheels were 48-spoke wires on cross-ply tyres. I was pretty quick at the dirt circuit, which probably had something to do with my slow brain development. At this stage I was immortal - or thought so. In the picture left, the front right tyre seems as though it is just about to roll off the rim.

At this stage, I was in my migratory phase. I would earn enough money to go overseas and come home when I was broke. The TR would sit in the carport for a few months, then I would arrive back and away we went again.

From a friend of a friend, I heard about a proper racing car for sale. It was a copy of a British Formula 4 powered by a Norton Dominator 600cc engine. The car had been sitting in a shed for a while, and I got it for a song. It was clad with Michelin X tyres on solid steel wheels. The car cried out to be given the name 'Dreadnaught'.

Construction was mainly square steel tubing with a piece of aluminium bent to cover your feet. The pedals hung down from the top of the frame, but beyond that, there was not much under the aluminium cowl. Front and rear suspension was transverse leaf bolted to the frame. Drum brakes all around. No rear shocks.

MY FIRST TR - *A Diversion*

Neville
Turbit

I started on a hill climb to get a feel for the car, and it went like the clappers. It didn't stop too well, but who cared? We were going uphill. Racing it, I found it had plenty of straight-line speed but was a handful to stop and get around the corners. I was racing in Formula Libre, the requirements for which were basically anything with one engine, four wheels and one seat. I had a few struggles against a Holden-powered Masaratti ripoff and a Citroen-powered front wheel drive open-wheeler. I doubt the French Citroen ever knew of the car and probably would have treated it like a Greenpeace ship had they known.

I had just returned from overseas broke and wheeled the Dreadnaught out for an event at Amaroo. The following week, I was going to look for a job. After many years, I finally convinced my parents to come watch me race.

You know those moments that stick in your memory for life? I had one that day.

Flat out down the straight and break for the sharp right-hander at the end. I heard a cracking noise and felt something strange happening. I looked down at the front right suspension where the transverse leaf was mounted. The frame had cracked as I jumped on the brake, and the chassis dropped onto the ground. I corkscrewed through the air and did two or three rotations before landing right way up and skidding nose-first into an earth bank. Since there was nothing in front of the pedals, the stopping pushed my feet back. It felt like my toes touched my shin.

Many decades later I had a call out of the blue from a guy who was writing a book on motor sport in that era. He wanted to know what had happened to the car and a bit of history around the accident. He said it was one of the most spectacular he had ever seen.

The scream was not the ambulance. It was Mum. I didn't exactly walk away, but I was alive. The only other damage was my knuckles. I later worked out that instinctively, I took my hand off the wheel and flicked a kill switch for the battery on the dash. The centrifugal force threw my hand up, and I hit it on the track during one of the barrel rolls. Amazingly, I had no breaks, but most tendons and ligaments in my ankles were torn. I spent the next four months on crutches and unemployed. That is what parents and home are for, aren't they?

Oh well - the TR would stay in the carport for a few months.

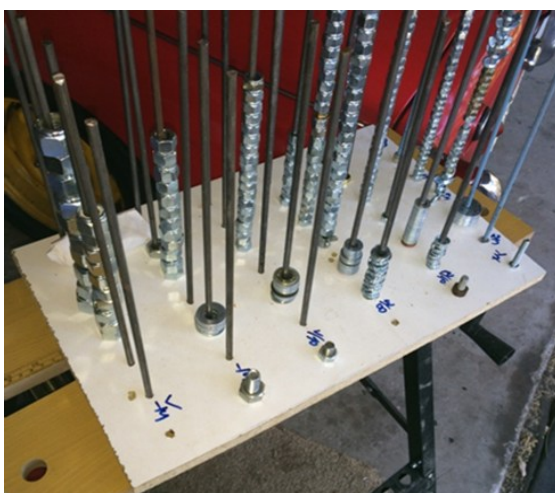
I HATE *my nuts*

Bill
Revill

I got sick of my nuts! They take up miles of space in half – empty jars, the new ones and old greasy ones were all mixed together and I never knew exactly how many of what I'd got. At the last rebuild of the GT 6 I had to waste time making several dashes to the shops to buy a handful of nuts and bolts due to unpredicted shortages.

So one cold Saturday afternoon in the shed set me thinking. I had scrap timber; old welding rods and I bought some 5 mm bar from Onesteel – about $\frac{3}{4}$ metre length.

Construction is straightforward – drill holes, stick sticks in, use liquid nails or similar on the sticks or they wobble. Construction time is 2.5 to 3 cans of VB (savoured not slurped!)



See the picture left. I now have space for sizes from $\frac{1}{4}$ " to 'large' in seven rows: old nuts, new plain, new nyloc, half height nyloc, plain washers, and spring washers.

A quick visual check shows how many are available for each job. It has a thread test bolt on the end so you can quickly check what size nut you're holding. Of course there are three boards, one each for UNF, UNC and Metric although quite a few washer sizes are interchangeable.

So the world is at peace again - I'm back in a nut – friendly relationship. Bolts come next....!

MEET MORE *Members*

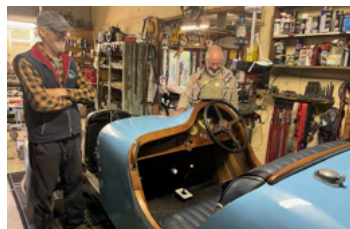
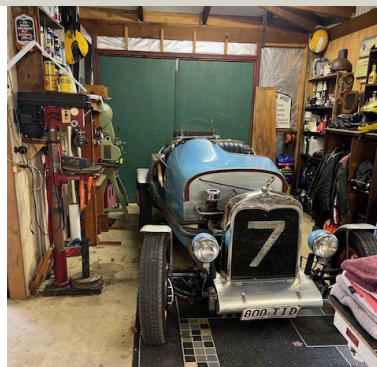
Here is another chance to peek inside the workshops of members around the country.



Ken Le Mesurier (Qld) says: These photos are of my shed - I call it the sand pit. That's where I play cars. It may not be as flash as some, but I have just started on my 3rd TR. This one is a 1960 TR3A. It is a complete car with history, but like the other two it will be a ground up restoration - may even be a concours car.



Tony Denyer, member from Lake Barrine FNQ is driving to Ballarat. He is getting ready for the All Triumph Challenge on August 16 at Winton. Along the way, he stopped off to see friend Bill Ross and peeked at his workshop - which may be of interest to members.



MEET MORE *Members*

Look inside NSW member Neville Turbit's workshop.

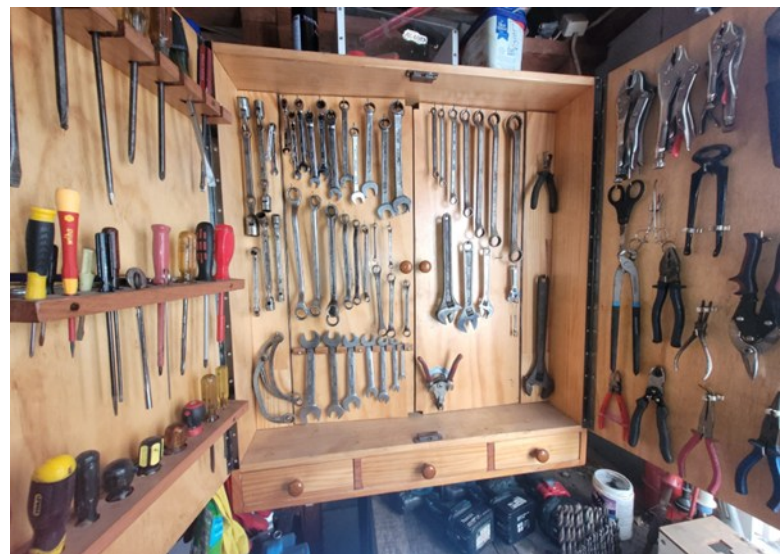
A decade ago, I started a project to sort out my garage. There were two reasons.

- Firstly, I wanted to spend less time looking for tools, and
- Secondly, I figured that at this age, a move to a smaller place is going to happen one day, and I wanted to have some portability in garage fittings and fixtures.

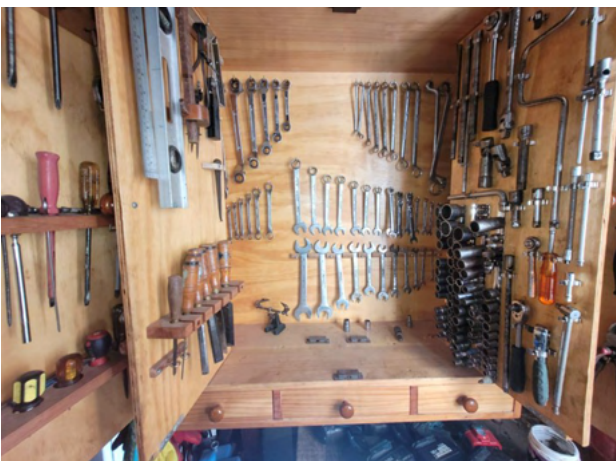
I designed a wall-mounted cabinet for spanners, screwdrivers, sockets and pliers. Dimensions are 1m high, 900mm wide and 320mm deep. To make the best use of the space, I put an internal set of doors from to hang tools. It gives me four surfaces to store tools. The internal doors provide two surfaces, and the back of the cupboard and the inside of the main door two more. It took some design time, but I built it so the internal doors open if the opposite front door is closed.



Wall-mounted cabinet



First doors open



Both sets of doors open

It was so successful that I decided to make a matching cabinet on the other side of the bench for, amongst other things, hammers and saws. You can never have enough hammers!



The one surprise result was that I lost fewer tools. It is hard to miss a tool if there is an empty hook or slot. Very often at the end of a job, I find a vacant hook and after searching around, find a spanner left under the bonnet.

MEET MORE *Members*



L - R: David Pearce, Michael Sullivan and Hugh Maslin.



TR Register members are often helping each other out. It could be solving a technical problem, just looking under the bonnet or sharing stories of great trips and tours undertaken.

Tasmanian members are the same - this time helping Hugh with his TR4. Read the anecdote in the Tasmanian Report later in the issue.

Coming together is the beginning. Keeping together is progress. Working together is success.

HENRY FORD

Let's talk about succession

Our club runs on the time and talents of volunteers, and we're always looking for people to get involved. Stepping into a committee role — or just lending a hand now and then — is a great way to try something new, build on your existing skills, or simply have a go in a supportive and friendly environment.

You don't need loads of experience — just a bit of enthusiasm and a willingness to pitch in. Succession is part of keeping things fresh and ensuring the club continues to thrive. So if you've ever thought about getting more involved, now's a great time to raise your hand!

One of the roles coming up is that of *Sidescreen* Editor. I've really enjoyed my time in the role — it's given me the chance to shape the magazine in my own style and explore creative ideas. I plan to stay on until the *50th Celebration Book* is completed (around September/October 2026), so there's plenty of time if you're curious about what's involved.

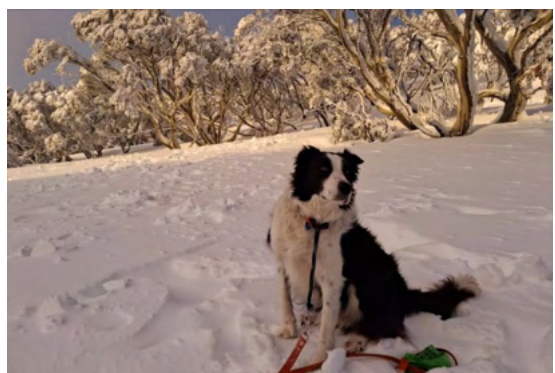
If this sounds like something you might enjoy, or if you'd just like to know more, feel free to email me and we can find a time to have a chat.

Scout probably won't be much help, but he would be very keen to give my successor a lick of approval!

I look forward to hearing from you.

Mary

editor@tr-register.com.au



CAR CLUB *Chat*

**We're
on**



This week marked the launch of our own YouTube channel. We had a discussion at the last committee meeting about potentially promoting our Club on YouTube and here it is!

We have started off with a couple of existing videos: one on the history of the TRR; and the other on the 2019 Ballarat Concours. They were both produced by an external party on our behalf. We are now about to start doing our own in-house videos, capturing our cars, our people and the interesting times we all have keeping TRs on the road.

I will start making videos shortly with a view to keeping a regular supply of new content on YouTube. If you want to keep up to date as new videos are uploaded, you will need to **"Subscribe"** on the YouTube page. You will see a button. Just click on it. It does not cost you anything. The more subscribers we get, the more YouTube promotes our channel.

If you have any great ideas for content or have the skills necessary to make great content, please get in touch with me. We do need this to be taken up all around Australia, so we get lots of coverage and interest.

Our channel can be found if you search for Triumph TR Register Australia.

If you are not familiar with YouTube at all, then it's a fantastic place to discover all sorts of content. My favourite Triumph sites are Elin Yakov's Rusty Beauties (he is always working on TRs and is really helpful if you

ever need to do a tricky job), Cheftush (usually working on his own TRs) and Mat Armstrong (a young guy in England who buys wrecks and fixes them - not Triumphs - usually up-market cars). Just a word of warning. You can lose many hours in a day watching these guys!

If you have any feedback, I'd love to hear from you.

David Ferguson

Motorsport returns to Goulburn (NSW)

Register members will be pleasantly surprised as many may not be aware that the circuit just on the outskirts of Goulburn on Braidwood Road - Turrific - has reopened. Wakefield Park, Goulburn, New South Wales had an uncertain future and closed circa 2021/22, due mainly to some operating problems and a Land and Environment court ruling.

With a change in ownership the venue has undergone a truly massive makeover and remodelling to be now known as "One Raceway" and open for motorsport once again. The actual circuit has been made slightly longer (now 2.35 km) with a new control tower, following the removal of a huge amount of earth and the building of two massive noise mounds and remodelling of the car park.

These mounds should provide spectators with a great advantage spot to watch all of the action and excitement on the track. (It is understood that the track has been designed so that race days can be run in either direction - clockwise or anti clockwise - thereby making "One Raceway" Australia's first dual direction motor sport circuit?)

USEFUL LINKS

TR Register New Zealand
<https://trregister.co.nz/>

TR Register United Kingdom
<https://www.tr-register.co.uk/>

Triumph Register of America
<https://www.triumphregister.com>

TR Register Ireland
<https://www.trregisterireland.ie>

TSOA State Clubs

- TSOA New South Wales <http://tsoansw.org.au/>
- TSOA Queensland <http://www.tsoaq.org.au/>
- TSOA South Australia <http://www.tsoasa.com/>
- Triumph Owners Tasmania <http://www.triumphownerstasmania.com/>
- TSOA Western Australia <http://www.tsoa-wa.com/>

CAR CLUB Chat

"One Raceway" will operate under very strict regulations which means that all competitors must comply with the 95 dB noise limits. The noise limit will be monitored and enforced by track officials to minimise the noise impacts on those living close to the circuit. Having now been given a fresh start, let's hope that sports car enthusiasts and others can enjoy motor sport events at "One Raceway" for many years to come?

Graeme White

https://hsrca.com/autumn-festival/0225_one_raceway_circuit_map/



MSCA

ALL BRITISH DAY

With the support of the following clubs:

- Jaguar Car Club of Victoria
- Triumph Sports Owners Association
- MG Car Club of Victoria

The MSCA is proud to promote a special day celebrating all British marques for both on and off-track activities. Taking place at Winton the nations action track, it promises to be an incredible event. We urge all members of British Car Clubs to get involved by either entering the event or participating in the show and shine - parade lap.

For Further details www.msca.net.au

ENTER VIA THE MOTORSPORT AUSTRALIA EVENT ENTRY SYSTEM

ROUND 5 - MSCA SUPERSPRINT CHAMPIONSHIP AND ROUND 3 VSSC - WINTON

After the Winter break, Round 5 of the MSCA SuperSprint Championship is back. This event will also be Round 3 of the Victorian SuperSprint Championship and is open to club members of all marques.

16TH OF AUGUST, 2025

17TH OF AUGUST, 2025

A GREAT DAY FOR BRITISH CAR ENTHUSIASTS! SATURDAY 16 AUGUST

This is a spectacular event for all TRIUMPH enthusiasts and lovers of all British cars. The day will be filled with your friends in Triumphs and other marques.

THE TRIUMPH CHALLENGE

- The unique Triumph Challenge will have 20 Triumphs – sidescreens, sedans, spitfires and later Triumphs.
- Over 75 All British entries of which the Triumph Challenge is just a part. MG's in excess of 40, Triumphs, Jaguar's, Austin Healey's big and small, along with some Lotus and even the odd Jensen and Jowett.
- FREE ADMISSION to the event and the pits. Have a close look at the cars and chat with the competitors.

A snippet from TR Action magazine (TR Register UK):

Clint Eastwood (actor) has an eclectic collection of classic cars & motorcycles. Included in his collection is his Triumph TR3A which he has owned for many decades.

They (the TR Register) suggest this shows his impeccable taste! Do you agree?

The Iowa British Car Club has a Facebook page which featured one of our members recently. Denise McGuire is visiting family and getting involved (and winning) awards. She will be writing an article about it in Sidescreen after she returns next month.

CANBERRA *Capers*

Hi Everyone

Vale Frank Marshall

It is with great sadness that I advise of the recent death of one of our popular members, Frank Marshall. Frank was a lovely man and somewhat of an expert on all things Triumph. Frank had an unmodified TR3A, a Stag, a Triumph 2000 which he had updated to include many of the modcons of modern motor cars and a Mayflower that he restored for his wife Pixie. Frank was always prepared to offer any help or advice when asked. He always enjoyed conversing with everyone and he had a lot of funny stories. He will be sadly missed by his friends in the Register. Our condolences go out to Pixie and his daughter and grandchildren.

Xmas in July

We have just returned from our Xmas in July run to Tocumwal on the NSW/Victoria border. Our group comprised McEwans, Brohans and Michelin-Joneses from Canberra, Middletons from Eden, Goodalls from Moruya and Xerris from Port Fairy.

We gathered in Albury on Monday 21 July where we enjoyed a beautiful Thai meal at the Thai Puka restaurant in Dean Street. Great food and very accommodating hosts given that our group of twelve turned up unannounced.

From Albury we headed for Tocumwal via the All Saints Winery in Wahgunyah. The Cellar Door tasting room is absolutely amazing and had been completely renovated during COVID. The renovation also included a beautiful Restaurant, KIN, which is very light and airy and includes a number of quite unique booths set apart from the general dining area.

The staff member on duty allowed us a tour of the winery, including the living quarters for the Chinese workers that was constructed in the mid 1800s. It is a very basic tin barn with timber bunk beds and an old stove which would have served as their oven and also as the heat source for their quarters. Very rudimentary living at best, untouched since that time and is heritage listed.

From All Saints we drove through persistent rain to Yarrawonga where we had lunch at the Tame café in the main street.

After leaving the café we went about half a kilometre before my front right tyre went completely flat. We pulled over to the side of the road to get the necessary tools out of the boot to change the wheel when it was discovered that I had left my copper hammer at home making it very difficult to remove the wire wheel.

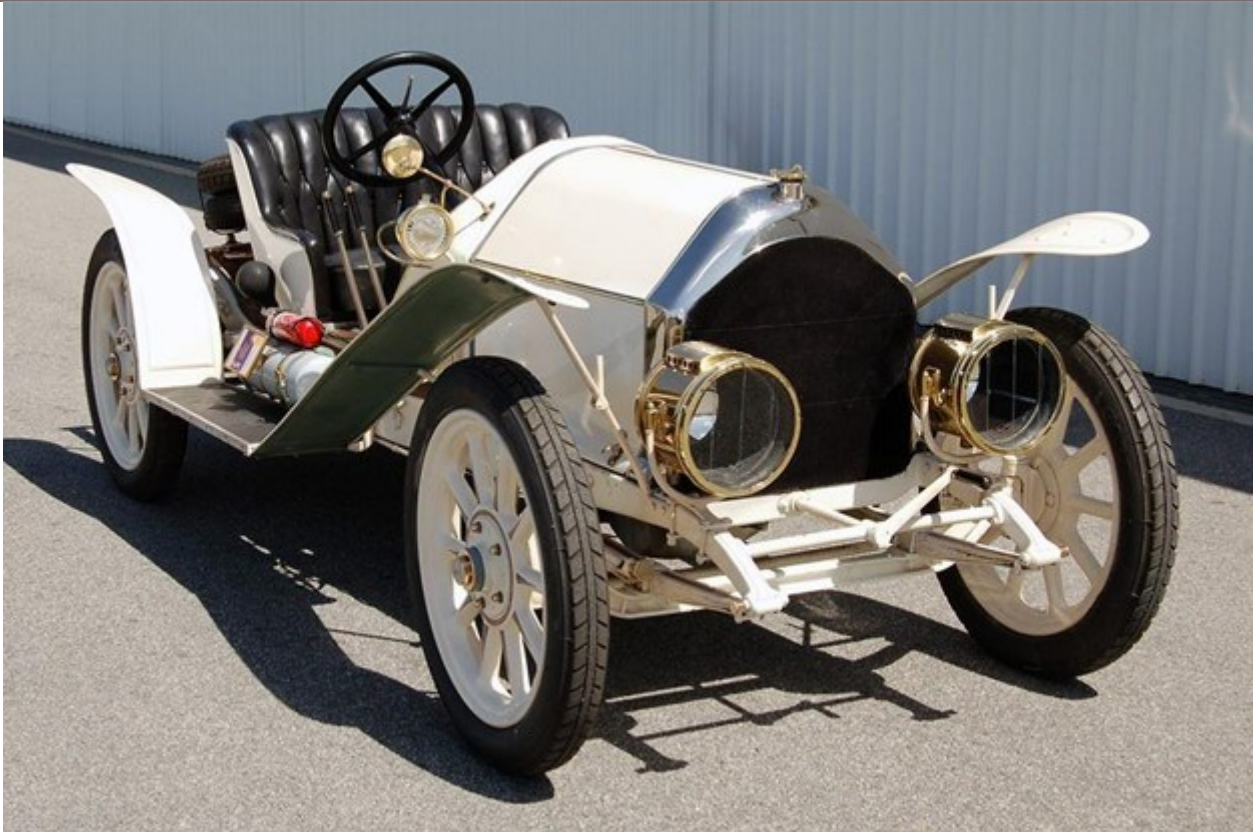
Luckily we were only about 200 meters from a petrol station where the proprietor lent me one of the smallest hammers you have ever seen to get the wheel off. Amazingly after some effort we managed to remove the wheel and replaced it with the spare, which we discovered was completely flat. We limped the car to the service station, pumped up the tyre, handed the hammer back and went on our way. Unbelievably, the rain stopped during that whole episode and started again once we got going.

There was no facility in Yarrawonga that could help with getting the tyre fixed so we followed the Xerris to a company in Cobram and left the tyre with them overnight. The others headed off to Tocumwal to check in to the Motel and we met up with them at 3 O'clock at Christie's Museum.

The museum has a collection of classic cars, trucks, caravans, tractors and a host of other collectables that brought back a lot of memories of our past.

After returning to the motel we had the obligatory happy hour drinks before going to the Farmers' Arms pub for dinner. The pub's courtesy bus had a flat tyre so the manager arranged for one of the young female employees to collect us in groups of three in a little four door Nissan Micra. We were ferried home again the same way at the end of the evening.

We had a late start the following day as it was essentially a free day to explore at our leisure. Most of us headed up through the main street to have a look at the town. The local council has done a great job of improving the local park that runs along the banks of the Murray river. The park includes a concrete footpath that has many waist-high solar lights along its length. The park also has some great facilities for the kids to use. It is beautifully maintained.



After brunch at the Fifth Daughter Café in Deniliquin Street, some of us drove back to Cobram to collect the repaired tyre. Across the road from the tyre service centre was a window tinting company that had some classic cars including a mini cooper S, a 3.8 MK2 Jaguar and an Austin Healey in the display window.

We were invited in to have a look at them and also taken out the back to see a 1913 Nazzaro Tipo 2 Italian racing car (pictured above) that is being restored. It has been fitted with a holden grey motor with a repco cross flow head. There are only two or three original examples known to exist in the world and would fetch about \$175,000 if sold.

On our return to Tocumwal we met up for happy hour drinks at the Tattersalls Hotel before making our way to The Bend

restaurant for our Xmas in July dinner. The restaurant was fantastic and the “stealing Santa” Xmas present exchange was great fun with me, unfortunately, selecting the “booby prize” present.

On Thursday we said our goodbyes and went our separate ways on a very foggy and cold morning after a very enjoyable couple of days with old friends.

Coming events

Our next gathering will be on 13 September 2025 for breakfast at Gryphons Café in Barker Street Griffith at 9.00am.

Kind regards

Peter McEwan

ACT Coordinator | TR Register

TONY'S TEST - *The Solution*

Canberra Concours November 2014

NSW Events

As the weather is now cooler, it's been very pleasant driving indeed and the past few months have seen many happy runs in the TRs.



Western Sydney International

On a recent day run to the Western Sydney International, WSI, Nancy-Bird Walton Airport Experience Centre we firstly met for a leisurely morning tea at Settlers, Mulgoa. This heritage building dating back to 1890 was built for the Mulgoa Irrigation Company but with the 1893 depression, it was bought for Mulgoa Police Station in the early 1900s until its closure in 1934.

We then made our way through pretty countryside on roads that were previously unTRavelled by many of us, through the villages of Wallacia, Silverdale, Cobbitty then onto lunch at Luddenham. It was only a short five minute drive from there to the WSI Experience Centre. After the informative audio visual display we were able to peruse from a distance the new airport site with its domestic and international passenger terminal, cargo terminal and runways, which are due to open in the second half of next year. The McCormacks, Dobes, Rosses, Mal Munro, Peter Molesworth, Gary Wilkinson and us (Hollidays) all enjoyed the day.



Andrew Ross had another great day planned at the end of June into the Hawkesbury region, involving travel on two ferries. Russell and I didn't join this drive as we were on safari overseas enjoying South Africa. However, Terry Hicks wrote an entertaining report of the day's events following this.

Xmas in July

Our Xmas in July weekend away to Berry was very successful with 20 people joining. We met TR friends there from Bathurst, Orange and the Victorian highlands, as well as locals. Elfin Terry was again our MC for the frivolities of Secret Santa as we feasted on a sumptuous dinner in the private Coach House room at the Berry Hotel.



Elfin Terry in action
(above & below)

Sunday morning we drove the short distance to the Shoalhaven Cars & Coffee in nearby Nowra where an array of vehicles, old and new, were displayed. We then motored to the fabulous Jervis Bay Maritime Museum and Gallery, well worth a visit if you are in the area.

From there we TRavelled a very pretty drive through rich dairy country to our lunch destination in Greenwell Point, the Pelican Rocks Seafood Restaurant and Café. Voted Australia's Best Fish and Chips it most certainly did not disappoint. With full bellies again, we explored other local venues of interest, before coming back together for our farewell dinner at the Berry Hotel.



Russell Holliday, Cheryl & Alan Mitchell



Pelican Rocks Seafood Eatery

But wait! There's more excitement organised for your enjoyment!

Sculptures of Dungog

Andrew has organised a great weekend away at the end of August, based around the fabulous sculptures in Dungog. *The Sculpture on the Farm Dungog Biennale 2025* continues the tradition of celebrating Australian sculpture in the rural community of Dungog, New South Wales, and will feature 150 sculptures by some of Australia's most esteemed and innovative sculptors. This year's event includes demonstrations, workshops, guided nature and sculpture trail walks. With all sculptures available for purchase from intimate indoor works and garden pieces to monumental works, you might need to bring your wallets (*just saying*).

We will be meeting on Friday at Berowra for coffee, then travel through Wollombi to Rutherford. Saturday we will visit the sculptures in Dungog, returning to our overnight accommodation via historic bridges and Morpeth. Sunday we'll depart through Heddon Greta and Teralba onto Lake Macquarie's *Museum of Art & Culture* for lunch. Afterwards we'll tour William Dobell's House before heading home. Come for the whole time, or join us where you can. We'd love to see you.

If this cultural extravaganza sounds like you, please book your own two night accommodation at the **Hunter Gateway Motel**, 11 Denton Park Dr, Rutherford for **Friday 29 August and Saturday 30 August**. **Saturday tickets** to the sculptures can be individually purchased at www.sculpturesonthefarm.com \$10pp. Then let Andrew know that you are joining the run, as bookings are needed for the dinners and lunches with numbers required.

The regular 3rd Wednesday of the month TR gathering for the southern side of Sydney for September will be for **lunch** at the new location of the **Picton Hotel**, but still on the main street. This new venue was well received in June. Parking as usual in Walton Street, fingers crossed, will be in the large carpark behind the main street.

If you'd like to be involved in a huge display of vehicles, you might like to attend the **CMC Shannons Sydney Classic** at Eastern Creek on 17 August or the **All British Day** at Hawkesbury Showground, Clarendon on 14 September. Full details are found below. Purchase your own tickets.

Our **2025 Register Concours** in South Australia is fast approaching. If you'd like to **travel across to Hahndorf from Sydney**, in a group for the fun and adventure, or for the security in numbers, please contact me kerrieholliday@hotmail.com. I have planned a leisurely four-day, three overnight trip leaving Tuesday 14 October, arriving Friday morning 17 October.

Runs in August & September

29 - 31 August

Sculptures in the Park, Dungog

Staying at Hunter Gateway Motel in Rutherford on Friday and Saturday nights. Run to Dungog Saturday to see the sculptures. Book your accommodation and tickets. See previous information above.

Coffee mornings, lunch and other day runs in August & September

Wednesday 10am

Tathra Pub, 8 Bega Street, Tathra

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

Last Wednesday of month 10am

TSOA NSW Coffee and cake

- TR Register members invited to attend
- Morning tea—various locations - see TSOA website - Events
- Enquiries John McCormack huon_24@bigpond.com

NSW Events

Coffee mornings, lunch and other day runs in August & September

Sunday 3 August 8am	AutoBrunch St Ives Showground, 450 Mona Vale Rd, St Ives <ul style="list-style-type: none"> Cars and Coffee Enquiries nsscc.com.au or Andrew Ross: andrew@tr-register.com.au
Wednesday 6 August 10am	Pie in the Sky, 1296 Pacific Highway, Cowan <ul style="list-style-type: none"> Morning tea Enquiries Andrew Ross: andrew@tr-register.com.au or John McCormack
Sunday 17 August	CMC Motor Cub's Shannons Sydney Classic, Sydney Motor Sport Park, Eastern Creek <ul style="list-style-type: none"> ARDC has tickets www.ardc.com.au Click on Events → Tickets to ARDC events → 17 August date → the second photo. This is linked to Humanitix for ticket sales Tickets also available directly at www.events.humanitix.com \$25 general admission onsite non-refundable or \$30 @ the gate Gates open 10am - 4pm Over 1800 veteran and classic vehicles from over 150 clubs will be on display and parade, the largest gathering of classic vehicles in NSW Gold coin donation Double Decker bus rides, trade displays, merchandise in pit garages and children's entertainment
Wednesday 20 August 10am	Moses Barnes, 89 Argyle Stree, Picton <ul style="list-style-type: none"> Morning tea With the tricky parking situation in Picton recently, it is suggested you arrive earlier Bookings & enquiries Jenny Hicks hicksjenny50@gmail.com
Wednesday 3 September 10am	Pie in the Sky, 1296 Pacific Highway, Cowan <ul style="list-style-type: none"> Morning tea Enquiries Andrew Ross: andrew@tr-register.com.au
Sunday 7 September 8am	AutoBrunch St Ives Showground, 450 Mona Vale Rd, St Ives <ul style="list-style-type: none"> Cars and Coffee Enquiries nsscc.com.au or Andrew Ross: andrew@tr-register.com.au
Sunday 14 September	All British Day, Hawkesbury Showground, Racecourse Road, Clarendon <ul style="list-style-type: none"> Tickets \$10 for displaying cars with TSOA Purchase online www.tsoansw.org.au/register-for-an-event Email Craig at TSOA sankey.cj@gmail.com after purchase with subject line All British tickets & surname Body of email to include car being displayed and how tickets are to be collected (in person at TSOA meeting or posted) BYO chairs TSOA to provide shade shelters Food, coffee and ice-cream vans on site Enquiries Andrew andrew@tr-register.com.au

Sunday 17 September 12 noon	Picton Hotel, 132 Argyle Street, Picton <ul style="list-style-type: none"> • Lunch • New venue in Picton • With continued tricky parking in Picton, it is suggested to arrive earlier Kerry Holliday: kerrieholliday@hotmail.com
Wednesday 12 noon Lunch	Moses Barnes, 89 Argyle St, Picton <ul style="list-style-type: none"> • With the difficult parking situation in Picton of late, it is suggested to arrive a bit earlier • Booking and enquiries Jenny, hicksjenny50@gmail.com
Upcoming events—full details to come	
14 - 17 October	Travel to Hahndorf <ul style="list-style-type: none"> • Travelling via beautiful new murals, street art and silos across NSW, Victoria and South Australia for fun and security • 14 October overnight at Albury • 15 October overnight at St Arnaud • 16 October overnight at Keith • Contact Kerrie if you'd like to join along the way
17 - 22 October	2025 Hahndorf South Australia—Concours and After tour <ul style="list-style-type: none"> • Bookings now open via the Register website
Saturday 22 November	Twilight Fish & Chips run <ul style="list-style-type: none"> • Details TBA • Enquiries Andrew andrew@tr-register.com.au
Sunday 7 December	Xmas Lunch Celebration <ul style="list-style-type: none"> • Location TBA • Enquiries Kerrie

More images from the Xmas in July weekend activities in Jervis Bay, Nowra and surrounds.





L - R: Terry & Jenny Hicks, John McCormack, Bob Slender, Jenny Ross, John Murn, Andrew Ross

Two Ferries Run

Andrew set out a run to the Hawksbury. It was supposed to involve lunch at the Tractor 828 at Ebenezer but due to a change in ownership that was changed to the pub at Wiseman's Ferry.

It was a wet day when we arrived at McDonalds, Windsor. Andrew & Jenny (TR3A), John McCormack (TR6), John Murn (TR3A), Bob Slender (TR4) and Jenny and I (TR3A). Locals Ron & Rhonda Collier (friends), also arrived in their 1928 Chevrolet, Audrey, which we owned from 1992 to 2015. It was named by Jenny after the plant in the "Little Shop of Horrors".

Ron was concerned that Audrey would not be able to keep up with the TRs. Not a worry. 3.3 litres of American iron will ticker along at 1800 rpm on an indifferent road with a capable driver happily leading, TRs following.

We did leave Windsor and we did cross the river at Sackville and we did arrive at Wiseman's Ferry. I am still not sure where we went but it was a pleasant drive, visiting places I have never seen. Bob did take a different route and arrived with a dusty car.

All in all it was a happy day with a good lunch. Many thanks to Andrew for organising and Ron for tossing in local knowledge. Still not sure where the second ferry was.

2026 Calendar

For those interested, the 2026 calendar will celebrate the 50th Anniversary of the Register, featuring historic photos, mainly from the early days of the club.

Calendars will only be available by pre-order and payment. Costing will depend on how many are ordered but if 25 are ordered the price delivered by mail to your home is \$25. Alternatively, calendars can be collected at the Concours in Hahndorf, the cost being \$20.

Payment can be made by direct debit to the club account, details below.

Westpac - TR Register Australia Inc
BSB - 032 087 Acc - 152432
Ref - your name and calendar

Send Bob an email to order a calendar and indicate:

- whether it will be collected at Hahndorf or
- mailed to your address (please include your address) and
- the date payment was made.

For those wishing to contribute photos the few basic rules are:

- Preferably by amateur photographers
[Professional photos are not excluded but they can only be used if permission is granted by the owner of the photo]
- Must be landscape format
- Minimum 1 megabyte or a quality print that can be scanned

Historic or period photos are keenly sought, good quality black and white photos that can be scanned to an acceptable standard are welcome.

If in doubt call or email Bob Watters - bobtr3@gmail.com or 0408 502 350.

Please note:

Orders and photo contributions close
Sunday 24 August.



Winter is upon us, typical with wind and rain and not much heat even when the sun is out.

To add to the misery we had another election with all the lies and half-truths that go with it. As you may be aware it achieved nothing, back to the status quo.



Earlier in the month we learnt, sadly that Margaret Baker, wife of our long-standing member John, had passed away after an illness of a few months. Between 1999 and 2004 John and Margaret travelled in the TR3A to 5 Concours at Beechworth, Canberra, Swan Hill, Armadale and Adelaide. Additionally, they attended and assisted in the Tasmanian Concours in 2017.

At the Beechworth Concours it was the first time two Tasmanian cars were present and by Swan Hill this had risen to four. David always appreciated driving in the company of the Bakers and often also with the Victorian members as well.

Margaret was an interesting person, a keen painter, maker of teddy bears and also volunteer rose pruner at Woolmers Estate among other interests. Margaret had her own sports car, a Healy Sprite Mark 2 A in BRG although it has been some time since it has been driven. Our thoughts are with John and their children Peter and Jacqui and families.

8 June - National Auto Museum of Tasmania British Classic Car Day

Three Register members were present: Hugh Maslin with the TR2, David Pearce with the Peerless, and Geoff Mount with the E Type. We were not parked together, not that it really mattered. There were some 50 cars and eight motorbikes in the Museum grounds with another 34 cars in the adjoining car park for MGCC members. All but four of these were MGs. Later on, a TR250 parked in the street making it two Triumph cars and five triumph motorbikes. Not sure what happened to the Triumph Owners. It was fine but a cool day; the coffee cart having a queue all day.

Our Cars

My TR2 has had a leaking axle seal for some time. Having got the axle from the spare diff and spinning it on the lathe to ensure it was straight the hub was removed only to find the oil was coming through the spline. Lots of cleaning, sealing and retorquing later and it was fixed. Seems these TRs can always find a new way to leak oil. My TR 4 project now has the body back on the chassis, thanks to Mike Sullivan, David Pearce, Tristian David's grandson and Stuart from over the road, for the lift. Photos on page 19.

You will remember the photos of **Kevin Robson's** garages last issue. Well! He is doing something radical about it. He is now building a 18m by 7 m garage with a mezzanine. Now that's impressive!

Winston Quaile continues to do small jobs on the 3A with the excuse that it is cold in the garage (fair excuse, better than "the dog stole my homework").

Mike Sullivan has been trying to eliminate a noise in the TR3. The latest is he suspects the second universal joint is the source. House renovations and a looming overseas trip are complicated things regarding the Triumph.

Upcoming events

Sunday 19 October	Bunna Predominately British Car Show, Triabunna <ul style="list-style-type: none">• 10am - 1pm
30 Oct - 2 Nov	Baskerville Historics
Saturday 15 November	Longford Rotary Car Show and Swap Meet
16 - 21 November	Targa Tasmania



Christmas in July

Following the success of this event in NSW, we held our own this year. Andrew booked us into the Pig and Whistle in Olinda and a quaint little old pub it is. 13⁰ C was the maximum temperature down the bottom of the "mountain" and about 8⁰ C in Olinda, so perfect for a northern Christmas.

The Pub was hosting a "Christmas" event, so it was easy for us to join in. Although, apart from the food, there was a distinct lack of much to do with Christmas, except for the screening of movies "Elf" and "The Christmas Grinch" on the TV!

It was great to catch up with some of the TRR members and enjoy a relaxing roast lunch. I even had a little sample of one of my favourites, "Ladies Who Shoot Their Lunch" pinot from central Victoria.

Three of our group did take their TRs, although David Graham did upgrade to his TR6 because it was "its turn"! The other two drove without side screens and in Geoff's case, a roof as well. 10/10 for effort driving in such cold conditions.

Hopefully we get to do it again next year and make this event even more successful. Thank you Andrew for arranging the lunch.



3626 H8 Geoff Bowman's TR3A



David Graham's red TR6



L - R: Wendy Graham, Andrew Pitchford, Hugh Burrill, Meridy Flower, Gary & Robyn Waite, Jenny Ferguson, Gail Allan



L - R: Gail & Jeromy Allan, Geoff Bowman, David & Wendy Graham



Hugh & Meridy with their TR3A, dressed for the conditions

50 YEARS OF CONCOURS *History*

Year	Location	State	Winner	Model	Year	Location	State	Winner	Model
1978	Parramatta	NSW	Ray Potbury NSW	TR3A	2017	Launceston	TAS	Noel Schmidt SA	TR3A
1979	Parramatta	NSW	Laurie Cousin SA	TR3A	2018	Adelaide	SA	David Stephens SA	TR2
1980	Parramatta	NSW	Brian Richards NSW	TR3A	2019	Ballarat	VIC	David Stephens SA	TR2
1981	Parramatta	NSW	Vic Emanuel NSW	TR3A	2020/21 Not Held Due to Covid				
1982	Freshwater Beach	NSW	Roger Walker VIC	TR3	2022	Merimbula	NSW	John McCormack Snr NSW	TR2
1983	Lilydale	VIC	Roger Walker VIC	TR3	2023	Stanthorpe	QLD	David Chapman QLD	TR2
1984	Leppington	NSW	Wayne Stocker NSW	TR3A	2024	Canberra	ACT	John McCormack Jnr VIC	TR2
1985	Albury	NSW	Roger Walker VIC	TR3	2025	Hahndorf	SA		
1986	Victor Harbour	SA	Karl Zalk SA	TR3A	2026	Orange	NSW		
1987	Bowral	NSW	Graham Brohan ACT	TR3A					
1988	Canberra	ACT	Graham Brohan ACT	TR3A					
1989	Shepparton	VIC	Graham Brohan ACT	TR3A					
1990	Bathurst	NSW	Graham Brohan ACT	TR3A					
1991	Hunter Valley	NSW	Graham Brohan ACT	TR3A					
1992	Echuca	VIC	Bob Slender NSW	TR3A					
1993	Batemans Bay	NSW	Paul Kelly NSW	TR3A					
1994	Bright	VIC	Bob Slender NSW	TR3A					
1995	Narrandera	NSW	Paul Kelly NSW	TR3A					
1996	Cowora	NSW	Paul Kelly NSW	TR3A					
1997	Canberra	ACT	Rob Schaefer SA	TR3A					
1998	Tumut	NSW	Rob Schaefer SA	TR3A					
1999	Beechworth	VIC	Rob Schaefer SA	TR3A					
2000	Inverell	NSW	Paul Kelly NSW	TR3A					
2001	Canberra	ACT	Paul Kelly NSW	TR3A					
2002	Swan Hill	VIC	Rob Schaefer SA	TR3A					
2003	Armidale	NSW	Doug Brodie NSW	TR3A					
2004	Adelaide	SA	Ian Burman SA	TR3A					
2005	Brisbane	QLD	Eric Carter QLD	TR3A					
2006	Bendigo	VIC	Rob Schaefer SA	TR3A					
2007	Port Macquarie	NSW	David Pearce TAS	TR3A					
2008	Thredbo	NSW	Doug Brodie NSW	TR3A					
2009	Cape Schank	VIC	Chris Lermanis VIC	TR3A					
2010	Toowoomba	QLD	Noel Schmidt SA	TR3A					
2011	Barossa Valley	SA	Noel Schmidt SA	TR3A					
2012	Penrith	NSW	Noel Schmidt SA	TR3A					
2013	Echuca	VIC	Rob Schaefer SA	TR3A					
2014	Canberra	ACT	Noel Schmidt SA	TR3A					
2015	Noosa	QLD	Keith Brown VIC	TR3A					
2016	Albury	NSW	John Johnson VIC	TR3					

Concours location	No of times
NSW	21
VIC	10
ACT	5
SA	4
QLD	4
TAS	1

State/Territory	Winners
SA	16
NSW	15
VIC	6
ACT	5
QLD	2
TAS	1

Won by	No
TR3A	36
TR3	4
TR2	5

