
Sidescreeen

143



**Graham
Chegwidden's
latest TR2
restoration
update**

**Drive Your
Triumph Day back
story**

**TR Register
YouTube
channel grows
in content and
popularity**

TR REGISTER OF AUSTRALIA

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From the editor

The 2026 summer has been a challenging one for many. Fires, floods, scorching temperatures ... With only heat to deal with I am fortunate and staying close to home, keeping cool. 😎

Drive Your Triumph Day is looming again on 10 February. Do you know how it came to be? Find out in this issue and look for activities in your area.

50 years of the TR Register is quite an achievement and a testament to the goodwill of volunteers and Triumph Sidescreen enthusiasts. Will you celebrate the 50th anniversary this May 16?

The **2026 Concours in Orange** is ramping up. Kerrie and her committee are busy organising this major event. Keep an eye on the website for real time updates. Organised accommodation? Don't delay - or you may miss out!

The restoration of **Graham Chegvidden's TR2** continues apace. Details and photos tell the latest instalment of this team effort with incredible attention to detail.

Want to be an active part of this club's next 50 years? Read President Ian's report to find out how.

Mary & Scout 🐾



PRESIDENT'S *message*

Greetings and welcome to 2026 - the year of the TR Register.

Hope you are all looking forward to all the events and the big party in Orange. There will be a concours progress report elsewhere in the magazine.

It is with deep sorrow that I inform you of the passing of Geoff James (due to ill health) member number 12. Geoff was larger than life while he was actively involved in the club in and around Sydney. A President for six years, he will be sadly missed.

As we enter 2026, it is timely to remember that our club runs on volunteers. Without their time and dedication over the last 50 years our lovely cars and friendship would not be where it is today. A big thankyou to all over the years who have dedicated themselves to continually growing our club.



Ian Cuss, President

There comes a time where volunteers need to take a rest and hand the mantle to some fresh energy, eyes and dedication. This year we have a list of Positions to be filled as members step back.

You will receive on-the-job training, flexible hours, a great work environment, fantastic people to work beside and the best part you get to volunteer your time.

The committee is looking for the following positions to be filled.

1. Magazine Editor: End of 2026
2. Treasurer: End of 2026 financial year.
3. Regalia: Immediate start or by July.
4. Second-hand spares: No time frame but Mal is looking at retirement.

If you feel you may be able to perform any of these duties, please contact me or any of the committee.

We will be receiving a new shipment of new parts in March or thereabouts. Ray informs me he is waiting on out-of-stock parts before getting the shipment sent.

On a tech note some of you have been receiving emails from me. They are scams and we (Colin, Steve and I) are trying to work out a way to be able to recognize them. I am happy for you to call me if you feel it's a scam and best you do this before replying via email.

Happy travels in your TR this year.

Ian

President | TR Register

**50th Anniversary
2026 Orange Concours
23—25 October 2026
After Tour 26-27
October 2026**

WEBMASTER'S *Report*

Colin
Baldock



Happy New Year to all!

Damn it's hot here! Forty five degrees yesterday and forty degrees at 8am this morning. Fortunately we have a cool change for a day or two. Takes me back to my youth in the Adelaide summer at the beach - there was no air conditioning then was there!

However, I digress, and for good reason, as not much has happened on the website front for a while. I have managed to capture a massive number of Bay to Birdwood photos as there are these guys that just turn up to car shows and post heaps of photos on social media.

The Bay to Birdwood is heaven for them as you can see by the range of photos I have posted on the Bay to Birdwood section of the concours page. My favorite however, has been added to the slideshow gallery on the home page showing a very smug looking Robert Schaefer being chauffeured by his son through the event!

I have also added a 'What's New On the Website' section on the home page to show that I do actually do something.

Christmas has been very busy in the Baldock household with many changes in the wind so for the next month or two I will continue in maintenance mode until the dust settles and I can actually spend some time on the computer and get some momentum again. As always if you want photos of your car and your story posted in the gallery send it through and I will do it!

Back to work on the renovations.

Colin Baldock | Webmaster

What's New on the Website

27 Jan Geoff James Notice added.
27 Jan Rally posted on 5/5' wine wheels post
5 Jan Bay to Birdwood photos added to slideshow gallery
4 Jan Bill Owens Gallery Page added
19 Dec Photos added to 2025 Concours Page
19 Dec Parts for sale added

9 Dec Latest Sideview magazine added
20 Nov New events added to SA
20 Nov Parts Wanted posted
20 Nov TRGB for sale posted
13 Nov New photos added to 2025 Hahndorf Concours

TONY'S *Test*

Tony
Knowlson



The test - where, when and who is in these photos. Answer on page 27.



MEMBERSHIP *Report*

Andrew
Pitchford



The last Membership report was in the Sidescreen edition 141. Since then we have reached a membership for 2025/2026 of 301 with a continuing trickle of new and membership renewals coming in.

For the previous full Financial year we had 335 members so we still have a bit of catching up to do. Please check that you have paid your membership fees for this Financial year and if not payment details are below.

New Members

Since October last year five new members have joined the TR Register and one previous member has rejoined after a significant absence.

Membership No	Member	State	Location	Vehicle
1063	David Werner	VIC	Brighton	TR3A
1067	Malcolm Stewart	VIC	Cowwarr	Doretti
1064	Tony Cooper	QLD	Tarragindi	TR3A
1065	Damian Foley	WA	Beaconsfield	TR3
1066	Robbie Wilkinson	NSW	Wamberal	TR3A
58 (rejoined)	George Bravington	SA	Clayton Bay	TR3A

We warmly welcome these new members and extend an invitation to them to participate in the Register's future activities, the details of which can be found generally in the Sidescreen magazine and on the website.

Outstanding Membership Renewals

Repeating past advice for those who are still to pay their Membership fees for 2025 / 2026:

Membership of the TR Register is based on the 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 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 by cheque or Credit Card is still possible by:

- emailing your Credit card details and Expiry Date. For security purposes, on a separate email the CVC No. to the Membership Officer, or
- posting your cheque to:

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

Andrew Pitchford
Membership Officer | TR Register Australia

VALE *Geoff James*



It is with great sadness that we advise the passing of long-time Register member Geoff James. Geoff died peacefully in hospital in Queensland with members of his family by his side. He was 85.

The Register got to know Geoff in 1999, when he was elected to the Committee as the Historian. In those days he was primarily responsible for handling requests for birth certificates for TRs. After several years in that position, he became Vice President, displaying boundless energy and enthusiasm - not always well-directed, after all he was the inaugural winner of the MOSS award for his exploits! The Committee at the time had to make a rule that limited the awarding of the trophy on a once-only basis, as Geoff could have won the trophy virtually every year.

In 2008, Geoff was elected as Register President, a position he held for the next 6 years. His enthusiasm was infectious, and the Register prospered under his leadership. He attended almost every event on the calendar, always steadfastly refusing to put up the top on his red TR3A, affectionately known as The Tart, no matter what the weather threw at him. On one memorable occasion he was on the way home from a Register event when a hailstorm struck. After stopping under a bridge, he approached other members with blood pouring down his face from the hailstones, creating a somewhat frightening spectacle.

After 15 years on the Committee, Geoff retired and subsequently moved to the Sunshine Coast in Queensland, where he and his TR were quite active until recent years.

Geoff was one of the true characters of the Register, and many of his friends will have lots of stories to remember him by. We can all thank him for helping to make the Register the outstanding club that it is today. RIP old chap.

John Pike

DRIVE YOUR TRIUMPH DAY
Tuesday 10 February 2026
in honour of
Sir John Black



CUT AWAY *Doors*

Maybe, because I am ageing, I have more time to think about these things. I never thought much about cutaway doors on TRs until I woke at three in the morning with the question going off like a demented alarm clock. Sure, they look cool, but is that it?

I went back to sleep, but the damn alarm clock was still there in the morning. It led me to think about what a sports car designer would have done back then. What were the design criteria in 1953 when the TR2 was born? Why cutaway doors?

Clearly, the marketing and design were to outdo the opposition. So, who was the opposition? There was the Austin-Healey 100, the MG TF, the Sunbeam Alpine Mk 1 (not a major competitor but appealed to some sports car enthusiasts), and the Morgan +4. The Jaguar XK 120 was a bit outside the target price range.



The TR2 was launched in 1953. It had a 90 hp four-cylinder engine and a top speed of 107 mph. With some streamlining, it did, however, achieve 124 mph during the famous test on the Jabbeke motorway in Belgium. The car was 55 inches wide and 50 inches high.



The Austin-Healey 100 was in production from 1953 to 1956, powered by a 4-cylinder engine pushing out 90 hp. It was named the 100 because it could reach a top speed of 100 mph. The top speed was claimed to be 106 mph. Most relevant, it measured 60 inches wide by 49.25 inches high.



What was described as “a gentleman’s sports car” was the Sunbeam Alpine (1953-1955 and 1959-1968). It had a 2.3 litre engine developing 97 hp and a top speed of 95 mph. Dimensions were 62.5 inches wide and 59 inches high.

This was not the Alpine most people think about. The Mk 1 was derived from the Sunbeam Talbot 90 Saloon and looked more like a sedan with a cloth roof. The Alpine, as we think of it today, was derived from the Hilman Minx and the Humber Hawk in 1959.

Another was the MG TF (1953-1955). Powered by a 1250 cc 4-cylinder engine pushing out 57.5 hp, it had a top speed of 82 mph. A revised 1500 cc engine in 1954 gave it a top speed of over 85 mph. Dimensions were 59 inches wide by 52.5 inches high.



Morgan had been using a basic Vanguard motor in their +4 model, but in 1953 switched to the same motor as the TR2. Their top speed increased from 85 to just 100 mph. Production was limited, but they were considered a competitor. The dimensions were 56 inches wide and 52 inches high.

Pricing

The prices of the cars in UK currency were:

- TR2 £844
- Healy 100 £1,063
- MG TF £752
- Sunbeam Alpine - £1,100
- Morgan +4 £940

Outside of this range was the Jaguar XK120 (1948-1954). It sold for around £1,200.



Aero Comparison

With the evolution of aerodynamics over the last 50 years, it is challenging to estimate drag and wind resistance without access to a wind tunnel or a degree in computational fluid dynamics. Back in the 1950s, things were less complicated. One of the primary measures was the frontal area. Less frontal area, and you went faster. A crude measure is to multiply width by height. This is how they stacked up.

	Width (Inches)	Height (Inches)	Frontal Area (sq ft)	HP	Top Speed	Price £
Triumph TR2	55	50	19.1	90.0	107.0	844.0
Healy 100	60	49.25	20.5	90.0	106.0	1,063.0
MG TF	59	52.5	21.5	57.5	82.0	752.0
Sunbeam Alpine	62.5	59	25.6	97.0	95.0	1,100.0
Morgan +4	56	52	20.2	90	100	940

The designers of the TR made a decision about top speed that involved being the narrowest car and only ¼ inch higher than the Healy. Almost one and a half square feet of less frontal area. This design feature allowed them to achieve their goal of being the cheapest car to exceed 100 mph.

Now, a narrow car has some limitations. Broad-shouldered drivers and passengers will get on very close terms. More relevant, there is less room to use your arms when turning the car. Add to this a massive diameter steering wheel, and you see the problem.

The solution? Cutaway doors. Get your elbows out, so maybe the distinctive profile of the TRs was not to do with ascetics, but more to do with room to wave your arms around.

DRIVE YOUR TRIUMPH DAY *back story*

As many of you know, Rye Livingstone coordinates Drive Your Triumph Day (DYTD) which is held on Sir John Black's birthday. You may have wondered why.

Rye grew up with a father who was into British cars. In 1956 British Leyland was importing Porsches and his father bought a 356 Porsche Speedster and joined a Porsche Club.

As a family, they went on many Porsche club outings and enjoyed the magazine's annual publication of Drive Your 356 Day to celebrate Dr Ferry Porsche's birthday.

Long story short, when he bought his TR3 and joined the Triumph Travelers Sport Car Club in San Jose California, he decided to do the same. And so - the rest is history.

Read all the detail on the Drive Your Triumph Day Facebook page.



Go out with friends, go out alone or work on your car at home ... don't forget to upload your involvement to the others.

Check out the FaceBook page for details!

TR2 RESTORATION - *Part 3*

David
Stone

Graham Chegwiddden's TR2 restoration was featured in Sidescreen issues #139 and #140. There has been significant progress since. His restorer, David Stone, provided this update.

My work during the winter months last year was to complete all the repairs to the body work. This was extensive. Every external panel was either damaged, rusty or both. Previously I had welded in new floors. My task was everything else. I'll touch on a few of the bigger challenges.

Rust repair

As an example, the front body panel required a donor section from another TR2 piece that had been lying outside on a farm for at least 30 years. Yes, the bottom half of donor panel was better. I cut the original through the grille opening and welded the two panels together. That wasn't the end – as a small additional section required hand forming. I reckon that repair was at least 50 hours.

Another big task was repairing the entire front section of the rear quarter panels on both sides. The sills were quite salvageable, but the rear quarters immediately adjacent and the front of the rear wheel tubs were very rusty. I made and welded my own pieces (about four per side). Fortunately, Rimmer offers an external quarter panel – so I was able to weld in their sections I needed to finish the job.

Rear damage

The rear of Graham's car had been damaged in the 1960s and at the time poorly repaired. Additionally, it appears a forklift was positioned at the rear used to move the car. So, there was a lot of rear beaver panel and lower valance damage. And did I mention the rust? This took a while to repair.

Panel gaps

Another challenge has been to attain reasonable panel gaps. Some TR enthusiasts have laughed at me when I've stated this lofty objective. The biggest fitment issue was the left door gap to the scuttle. The top of the door was unacceptably too far inboard. To correct this, I unpicked the captive nuts inside the door pillar and rewelded them in a more outboard position. Tedious but necessary.

The entire body shell was riddled with stress cracks and small rust holes. It took a while to find and weld every single crack and hole.

As part of the body work repairs, I fitted the bodyshell to the chassis, fitted all panels and most of the exterior trim to test all gaps/fitment



TR2 RESTORATION - *Part 3*



Front apron—no turning back



Stone guard applied



Outside painted



Great colour

and ensure that everything was good prior to painting. And once it was deemed good, everything had to come apart again to start the painting process. Yes, for a short while it looked like a car again.

Preparing to paint

Once the bodyshell was disassembled and subsequently remounted on the rotisserie, the first job was sand everything well for epoxy primer adhesion. A proper sand for permanent epoxy takes a very long time. Every part of the body was sanded. That included all the hanging panels too.

After the epoxy paintwork was completed, I sealed every gap and body joint with OEM standard Sikaflex. Modern materials like epoxy and Sikaflex are far superior to what manufacturers had available in the 1950s. Then I applied OEM standard Wurth stone guard to the underside all the road facing areas. I had done this previously to the chassis as well.

Next in the process was to block sand every external non-road facing panel to check for any imperfections. Dry sanding for this process to 180 grit. I used Dolphin Glaze to correct the job where necessary and re-applied epoxy primer to seal.

Priming

The bodyshell and hanging panels were now ready for 2K high-build primer. After allowing time for curing, I wet sanded each panel to 600 grit to ensure no imperfections and trueness. Fine wet sanding exposes any repair flaws – and I did have re-apply a small amount of high-build primer on several occasions to get each part of the body work 100% right.

Painting

Painting the bodyshell and the hanging panels in colour was done in stages. The first was just the body shell on the rotisserie and the inside of the hanging panels sitting on trestles. A rotisserie provides excellent painting access – particularly under the dash, inside the boot area and obviously the underside of the shell.

Then I remounted the bodyshell on a trolley to paint the outside panel areas plus the engine bay and spare wheel aperture. The hanging panels were repositioned topside up for painting. The last batch of painting involved all the fiddly small pieces like the body join moulds, door assembly pieces, numerous brackets etc.

Graham decided on British Racing Green in a 1950s shade (code 52304). An excellent choice. I used 6.5 litres of a 2K mix for the job. However, as green typically doesn't have good opacity, ensuring even coverage is essential.

Reassembly begins

Now that the bodywork is in colour, reassembly has begun. That'll be the basis of my next article. However, my spray gun is still at the ready for all the small components I need to paint black. That seems almost endless.

Post script

Graham
Chegwidden

My TR restoration is in full swing. David Stone has written about his involvement but much more has been happening with our mechanic, Peter Woodcock and myself. I am greatly indebted to David for his dedication application and excellent work.

Peter has done much on the chassis. The chassis now sits on all four wheels. All parts have been reconditioned or replaced with new. Peter's present task is the brake lines, which he believes are better installed before the body goes on.

My tasks have been sourcing parts and arranging reconditioning of or replacement of components. The motor has been completely rebuilt by Goulburn Farm Machinery. The people there have grown up fixing Ferguson tractors so they're very experienced with those motors. The motor has been bench tested and runs well. I hope it goes well when installed in the car.

I've had the instruments and the steering wheel reconditioned and they're ready to be installed. The petrol tank has been cleaned. The differential and gearbox have been reconditioned together with all the parts that are now in the chassis.

My appreciation to Ray Kasparian for his help with new parts.

I purchased new mud guards from Rimmer today with multiple other new parts. Everything is reconditioned or replaced with new. The process is ongoing. The plan is to have the car assembled by the end of February when it is booked for upholstery.



Colour underneath



Everything in BRG



Chassis

The trimmer has the side curtains to refurbish. He has also the dashboard to recover. I have a hood and a tonneau cover from Ray Casparian. I have new seats ready for upholstery.

I have ordered an upholstery kit from skimmers in vinyl with leather trimmings. The colour I have chosen is Magnolia.

I'm very happy with my restoration and I'm looking forward to driving the car in coming months. My heartfelt appreciation goes out to all who are helping me. I am not a hands-on person. My hands do not do what I want them to do but the help with the help of several others, I'm achieving my dream of to own and drive a Triumph TR2.



Our 50th Anniversary Concours celebration in October in Orange, NSW, is shaping up to be a fabulous event.

Accommodation

We are heartened that so many members have already booked their accommodation, with many also choosing to arrive before 23 October. Thank you so much for your support with over two thirds of the rooms already booked at the Mercure. While accommodation is filling rapidly at the Mercure with over 40 of the 60 rooms already allocated. All rooms are still available at the Central Caleula. If you haven't already booked your accommodation, and you want to have the best choice, you might like to do so soon.

MERCURE ORANGE

- Remember to ask for Kelly at the Mercure Orange, on 02 6362 5611.

CALEULA ORANGE

- The phone contact for the Caleula Orange is 02 6362 7699.

- Concours dates:** Friday 23 to Sunday 25 October.
- After Tour dates:** Monday 26 to Wednesday 28.
The after tour will conclude on the Wednesday afternoon in Bathurst.

Registration

The National Concours Registration and Entry form is currently being finalised with catering costs. It will be available shortly on the website. Thank you Colin Baldock for your assistance with this. A paper Registration form will be available for the next April/May Sidescreen. An email to all members will advise when the website form is ready and give instructions for use, including payment options.

Raffle proceeds

This year raffle tickets will be sold on the booking form. They will be available for collection at Registration on Friday afternoon (23 October). As part of the Register's ongoing commitment to positively supporting the communities in which the Concours is being held. This year, funds raised will directly support Foodcare Orange.



Foodcare is a volunteer organisation supported by local supermarkets and the community since 2013. It rescues food and provides food relief to those in need by providing affordable or free food to anyone experiencing financial hardship. Foodcare orders and purchases from Foodbank on a weekly basis. Food is also donated from local retailers, producers and home gardeners.

Foodcare also provides a door-to-door minibus service to and from their premises for those in need. Free vouchers are provided to the Salvos and Vinnies, to further provide support to those in need. Financial support through donations particularly enables the service to purchase fresh fruit and vegetables to supplement what is collected from supermarkets. The funds collected from the Register raffle will directly support this local initiative. Thank you Cherylin Mitchell, an Orange local, for this wonderful recommendation.

2026 CONCOURS *Update*

Kerrie
Holliday



CONCOURS ORGANISING TEAM	• Kerrie Holliday	• Alison Arnison
	• Russell Holliday	• Chris Olson
	• Cherylin Mitchell	• Andrew Ross
	• Alan Mitchell	• Jenny Ross



The Orange logo was designed by Russell Holliday and digitalised by Noel Schmidt. Many thanks to both Russell and Noel. Noel has also designed a website banner for the Concours (pictured on facing page). I think you'll like it - particularly for it's inclusivity.

Until next time

Kerrie

The weekend program

Friday 23 October Registration and evening welcome
50th Anniversary Book launch
Mercure Orange Hotel

Saturday 24 October Day - Concours display, Robertson Park
Evening - 50th Anniversary
Presentation Dinner, Mercure Orange Hotel - ***Go for Gold theme***

Sunday 26 October Morning - Register members' forum
Lunch - Farewell from Concours event, Borrodell Winery



Robertson
Park



Borrodell Winery



Source: Images Orange NSW

2026 CONCOURS - *Getting there*

Editor's note - I asked Chat GPT for suggested itineraries to Orange, on B-roads. It suggests these make "cracking drives" if you like scenery, small towns and zero highway soul-death. Sound like you?

Adelaide to Orange

Day 1 **Adelaide - Barossa - Renmark**

Adelaide - Gumeracha (B31) > Angaston > Tanunda (Barossa B Roads) > Truro (B20) > Waikerie > Renmark (B64)

Day 2 **Renmark - Mildura - Balranald**

Renmark > Wentworth (B64) > Mildura > Balranald (B64)

Day 3 **Balranald - Hay - West Wyalong**

Balranald > Hay (B64) > Rankin Springs (B64) > West Wyalong (B94)

Day 4 **West Wyalong - Forbes - Orange**

West Wyalong > Forbes (B84) > Mandurama (B81) > Orange (B100)

Brisbane to Orange

Day 1 **Brisbane - Stanthorpe (Granite Belt)**

Brisbane > Samford (B58) > Dayboro - Woodford (B33/B65) > Woodford > Kilcoy (B65) > Yarraman (B52) > Warwick (B52) > Stanthorpe (B55)

Day 2 **Stanthorpe - Tenterfield - Armidale**

Stanthorpe > Wallangarra (B55) > Tenterfield (B55) > Deepwater (B56) > Glen Innes (B56) > Armidale (B78)

Day 3 **Armidale - Walcha - Mudgee**

Armidale > Uralla (B78) > Walcha (B78) > Bowendoc (B78) > Gulgong (B55) > Mudgee (B55)

Day 4 **Mudgee - Rylstone - Ilford - Orange**

Mudgee > Rylstone (B55) > Ilford (B55) > Orange (B500)

Melbourne to Orange

Day 1 **Melbourne to Bright (or Beechworth)**

Melbourne > Healesville (B300) > Marysville (B360 twisty, forested, beautiful) > Alexandra (B340) > Mansfield > Bright (B500 through alpine country)

Day 2 **Bright - Corryong - Tumut**

Bright to Tawonga Gap (B500 unreal views) > Corryong (B400/B540) > Khancoban (Alpine Way scenic but quiet) > Tumut (B64)

Day 3 **Tumut - Young - Cowra - Orange**

Tumut > Gundagai (B71) > Young (B206) > Cowra (B87) > Orange (B100)

Sydney to Orange

Day 1 **Sydney - St Albans - Wollombi - Rylstone - Orange**

Sydney > Wiseman's Ferry (via Old Northern Road B82) > cross on the ferry > St Albans (B82) > Bucketty (B82 quiet, bushy, twisty) > Wollombi (B82) > Broke (B69) > Rylstone (B55) > Ilford (B55) > Orange B500

Chat GPT suggests these routes are all on sealed roads - but as we know that should be checked. The itineraries pass through towns that are worth stopping in.

For what they are worth they may provide ideas for your plans on getting to concours. I have not included a route from Tasmania or the ACT thinking that members from there would join what of the above routes.

Bon voyage!

50th ANNIVERSARY Celebration

Bob
Watters



As you are probably aware the TR Register (your club) is celebrating its 50th Anniversary this year. As part of the celebrations, a book will be published detailing the history of the club since its inception in 1976.

The book will be printed A4 (the same size as Sidescreen), around 150 pages with photos, available in both soft and hard cover options and printed in Melbourne.

The book will only be available by pre-order using the form included with this Sidescreen or downloaded from the website. The book won't be printed until later this year and will be launched at the Concours in October.

Please Note: only a limited number of extra copies will be printed.

Pre-ordering is essential.

Planning for the 50th Anniversary Runs in May is well advanced and this special event is looking to be well supported in most states. The Concours is shaping up to be something special. There are 40 of the 60 reserved rooms at the Mercure already booked. This level of bookings, 10 months out from the event, is unprecedented with several members arriving on Thursday to make the most of the occasion.

Whilst there are more rooms reserved at the Central Caleula Motel, if you want to be closer to the action at the Mercure, don't delay. Book now.

Working group members

Bob Watters

bobtr3@gmail.com

David Ferguson

dje.ferguson@bigpond.com

David Pearce

dnjpearce@westnet.com.au

John McCormack

huon_24@bigpond.com

Russell & Kerrie Holliday

tr3a@live.com



Here is my usual appeal for photos and anecdotes for the book. This could be your chance to be featured in print, whether in a photograph or a tale of an adventure in your TR. Contributions are particularly welcome from new members. If you are unsure please call me on 0408 502 350 to discuss how you can become involved.

Bob Watters

FROM THE *historian*

Bob
Watters



Before - Australian assembled TR3 (DTR8864), in 1992.



After - restoration, in 2003.

MEET MORE *Members*

Congratulations Jeff!



Jeff Mount OAM

In the 2026 Australia Day Honours, Dr Jeffrey Douglas Mount of Tasmania was awarded the Medal of the Order of Australia (OAM) in the General Division. He was recognised for his significant service to dentistry.

Jeff is a life member of the Royal Australian College of Dental Surgeons and was celebrated for his lasting impact on community health and well-being.

Geoff Bills (SA) suggests Jeff has also provided services to the Triumph Marque over five decades (nearly six)!!! Not sure they counted that—but we do!



Check out - [Red TR2 to Thorpy](#)

This is the latest Love Where You Live video featuring John A McCormack and his stunning Signal Red TR2 Long Door. We take it for a run through the hills to Thorpdale, just a bit south of Moe. I hope you enjoy John's story.

John's stunning TR2 won the Australian Concours title in 2024 and is an incredible example. John lives in the regional town of Moe, about 130km from Melbourne and in this video, we check out his history with Triumphs, his TR2 Long Door and another, special TR2 which is undergoing a refurbishment.

I am sure you will agree that John has a very interesting story and lives in an area with great roads and scenery. If you don't understand Australian humour, many words are either shortened or lengthened. The town of Thorpdale is known locally as Thorpy!!

Meet more members—virtually

The tyranny of distance does not need to prevent you from meeting more members. Let your fingers do the walking on your keyboard and check out the video stories of members who love where they live!

David Ferguson has taken time to learn and fine-tune his videography skills. Evidence of this is found on our YouTube channel. Video provides a more dynamic presentation and the colour and movement gives more depth to the characters presented.

Watch out for Rowan Burns video work too. He tells us there is another video clip going up in February - John McCormack (snr) in and around Sydney Harbour.

Editor's content call

As the TR Register magazine, *Sidescreen* covers club activities and events, Triumph Sidescreen technical articles and membership information.

Consider contributing to your magazine:

- Pose a question someone can answer?
- Share a story about a tour in your Triumph Sidescreen?
- Share a car problem you solved?

Direct your contributions or queries to editor@tr-register.com.au

CAR CLUB Chat

YouTube channel progress

Our channel now has 22 videos and 137 subscribers. We have reached over 500 hours of viewing time, so quite substantial growth in 4 months.

We have revived some old videos that would have been lost forever and produced some new ones.

- Tony Xerri has produced two videos comparing the subtle differences between his cars,
- Rowan Burns has produced his own "Around the Mountain" video as part of our "Love Where You Live" series.
- Since Hahndorf, I have added a video on Bob and Robin Adams and also finished Stuart West's story.

I know Rowan has another filmed already and it may be uploaded before Sidescreen. I have a few more in mind and now that the weather is a bit warmer, might be able to get them done in the next month or so.

If you enjoy the YouTube videos, it would be really helpful if you "Subscribe". It costs nothing. The more subscribers we have, the more popular YouTube thinks we are, the harder they push our stories out.

I have been messaging with David Tushingham (Cheftush) and Elin Yakov (Rusty Beauties) in the last few days. Both are Triumph enthusiasts who really help the TR community worldwide.

I have also been messaging with the Capital Triumph Register Club in Washington DC who have also subscribed. They do interesting group repair videos and also take you along on some of their local drives.

I am sure David, Elin and CTRC would also appreciate you as subscribers. For Elin in particular, YouTube pays him an income due to his popularity- the more subscribers, the more income he gets.

Four months' growth

- 22 Videos
- 137 Subscribers
- 500 hours of viewing time



He gifts his videos for free, gets a little income from YouTube which partially covers his editing time. Editing is very time consuming, so any extra revenue is needed.

Our YouTube channel is Triumph TR Register Australia. Search for it on YouTube. Another thing you can do to help grow the channel is "like", "comment" when you see a video and share it with your friends.

If you have any feedback on improvements or ideas for new content, I am happy to hear from you.

Regards
David Ferguson



Cheftush

All things TRiumph! You will probably find me out in the garage working on one of my 8 vintage TRiumph Sports Cars, 1959 TR3A, 1960 TR3A, 1962 TR4, 1962 Vitesse Sports 6, 1970 TR6 PI, 1973 TR6, 1980 TR8 and 1981 TR8.



Elin Yakov's Rusty Beauties

@RustyBeauties - 29.3k subscribers - 915 videos

This channel started just as a place to share videos from my family's new beginning in C...

patreon.com/RustyBeauties and 4 more links

CAR CLUB *Chat*



The Capital Triumph Register Club

@thecapitaltriumphregisterclub • 810 subscribers

The Capital Triumph Register (CTR) is a car club for Triumph enthusiasts in the Washington, DC metropolitan area. This channel ...



Drive Your Triumph Day - Tuesday 10 February 2026

Check out the FaceBook page:



Coordinated by

Rye Livingston

Activities Chairman

Triumph Travelers Sports Car Club

1960 Triumph TR3A

Didn't get to Hahndorf Concours?

You don't have to miss out. Check out the YouTube footage of events and activities on the club YouTube channel.

Don't forget to **subscribe** ...
It's FREE!

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/>

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>

Triumph Sidescreen birth certificates

Need one for your car?
Contact Bob Watters
(details page2).



A new year of TR adventures awaits. It will certainly be a very busy one ahead especially with 2026 being our 50th Anniversary year and with NSW hosting the culminating event of the Concours in Orange.



Our last major event for 2025 was our Christmas gathering on the banks of the Nepean River. As well as Sydneysiders, we enjoyed the company of members from the Southern Highlands and further afield, with Phil and Maz Turner from Victoria, who were travelling through to the NSW Central Coast.

2026 has already kicked off with coffee mornings having recommenced for the year. Other runs in the next two months will be Drive Your Triumph Day to lunch at Audley in the Royal National Park on Tuesday 10 February and then on March 25, following brunch, a private tour of the Amazon warehouse.



Have you ever wondered just how your online Amazon shopping products get to you? Well this is your chance to find out exactly how with a visit to the huge Amazon Fulfilment Centre in Erskine Park, on 25 March to witness the symphony of people and technology. Be amazed to see robots transporting towers of items, miles of conveyor belts carrying inventory in every direction and shipping labels flying onto boxes. Full details are

Coffee mornings and lunch in February & March

**Every Wednesday
10am**

Tathra Pub, 8 Bega Street, Tathra

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

**Last Wednesday of
the month**

TSOA NSW Coffee and cake

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

**Sunday 1 February
8am**

Autobrunch St Ives Showground, 450 Mona Vale Rd, St Ives

- Cars and coffee
- Enquiries nsscc.com.au or Andrew andrew@tr-register.com.au

**Wednesday
4 February
10am**

Pie in the Sky, 1296 Pacific Highway Cowan

- Morning tea
- Enquiries Andrew Ross andrew@tr-register.com.au or John McCormack

Picton Hotel, 132 Argyle St, Picton

- Lunch
- Booking and enquiries to Jenny hicksjenny50@gmail.com

Coffee mornings and lunch in February & March

Tuesday 10 February 12 noon	Drive Your Triumph Day, 2 Lady Carrington Dr, Royal National Park <ul style="list-style-type: none"> Lunch at Audley Dance Hall Café Celebrate Sir John Black's birthday, with a drive to Audley. Bookings essential to Kerrie Holliday, kerrieholliday@hotmail.com
Wednesday 18 February 10am	Moses Barnes, 89 - 91 Argyle St, Picton <ul style="list-style-type: none"> Morning Tea Booking and enquiries to Jenny hicksjenny50@gmail.com
Sunday 1 March 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 andrew@tr-register.com.au
Wednesday 4 March 12 Noon	The Picton Hotel, 129 Argyle St, Picton <ul style="list-style-type: none"> Lunch Booking and enquiries to Jenny Hicks, hicksjenny50@gmail.com
Wednesday 25 March 11am	Private Group Tour Amazon Fulfilment Centre, Erskine Park <ul style="list-style-type: none"> Brunch at The Birdhouse, 44 Barossa Dr, Minchinbury Take a short Heritage Winery walk nearby Depart for Amazon Fulfilment Centre, BWU2 13 Emporium Ave, Erskine Park Individual preregistration required prior to visit Bookings essential. Contact Kerrie Holliday, kerrieholliday@hotmail.com for the official Amazon link required for registration by 18 March

Upcoming events - for your information

16 - 18 May	50th Anniversary Celebration Re-creation <ul style="list-style-type: none"> Saturday (16 May) re-creation of the first Register run to the Norman Lindsay Gallery, Faulconbridge. It's the exact date, 50 years ago, of the Register's first run. Our cars will be featured inside the grounds at their Vintage Fair We will have our own marquee provided and will have full complementary entry including guided tours. Vintage wares, vintage fashion parades, live music, dancing, food vans and more to enjoy. Come dressed in the era - you might even win a prize. Travel to Wallerawang, staying at the Black Gold Motel. Enjoy a superb dinner at award winning Crib Room Restaurant on-site. Sunday (17 May) - a local run. Depart on Monday (18 May) morning, avoiding the often dire traffic returning from over the mountains on the weekend. Come for the day or the weekend to celebrate this momentous occasion for our club.
Book your own accommodation at Black Gold Motel, Wallerawang Tel 02 6355 7305	Advise John McCormack of your intentions, huon_24@bigpond.com
26 - 28 June	Christmas in Almost July <ul style="list-style-type: none"> Staying at Boutique Motel Berry Xmas in July Dinner at the Berry Hotel Expressions of Interest to Susie Wall, sswright67@yahoo.com.au or Jenny Ross

50TH ANNIVERSARY *Run*

Sydney to the Norman Lindsay Gallery and on to Wallerawang

This is a follow up to my last Sidescreen article on our 50th anniversary re-creation of the first TR Register run that was held on 16 May 1976. The re-creation will be held on Saturday 16 May 2026, exactly 50 years to the day.

So far 15 cars joining in.

Five will set off at 09.00 (be there at 08.45) from the Elizabeth St, Parramatta departure point outside the historic (1840s) All Saints Church North Parramatta.

Members can join the run at the McDonalds on the old Great Western Highway at Werrington, where we should arrive about 09.45. So far one member has nominated to join there.

Nine members have nominated to proceed straight to the gallery.

The plan is to arrive at the Gallery at about 10.30am. Russell and Kerrie Holliday will be at the gallery early to help arrange the cars in the gardens as a display for the day.

We are a key element of the gallery's Vintage Fair day so it will be a very special day for them and for us. The gallery will provide free admittance to their activities including guided tours of the gallery and gardens, but **only for those attending in their sidescreen TRs** as part of the display.

Other cars and attendees are most welcome to come to the gallery on the day. Please join in, but only sidescreens are included in the display and the deal with the gallery.

Attendees are encouraged to dress up in period clothes. The Gallery will have food and drink vans onsite and will provide a marquee.

Most of us will depart the gallery at about 3.00pm to travel to the Black Gold Hotel in Wallerawang, 1hr 15 minutes further west. The plan is to have a night in their restaurant to reminisce about where the years went. Some are staying for an extra night to make a weekend of it. We will organise a run and lunch venue for those staying for the 2nd day.

The hotel has reserved 20 rooms under my name BUT MEMBERS MUST MAKE THEIR OWN BOOKING WITH THE HOTEL. Just tell them you are with the TR Register car club.

As the day draws closer I do need to confirm numbers with the Gallery and restaurant. As we are a centrepiece of the Gallery's display, it would be great to have more TRs at the gallery, and more members for a great night in Wallerawang.

I am the first point of contact and Kerrie Holliday has volunteered to be the secondary POC.

Please contact me ASAP. An email is preferred but a phone call will also be good.

Join in the run

Where to join in: Parramatta, Werrington or at the Gallery.

Join in on the night at the restaurant in Wallerawang.

Stay for the 2nd night.

I really need to firm up numbers very soon so please get back to me ASAP.

Regards

John McCormack

Mob: 0413 312 134

Email: huon_24@bigpond.com



QUEENSLAND *Report*

Sue
McLeish

It is very hot in Queensland at the moment and the cars do not always like the weather. Neither do the wives!!!

A very enjoyable lunch was held in November at the The Barrel in Maleny to celebrate Christmas. I obviously need to remember to take photos though.

There was no run in December. Last weekend we joined with the TSOAQ for a dinner at the Full Moon Hotel in Sandgate. No run because of the heat, and the threat of storms kept our little cars in the garage, but it was a very enjoyable night.

For Drive Your Triumph Day we will be travelling to Scarborough to The Topsy Tomato for lunch. I will remember to take photos.

For the 50 Year Anniversary we are organising an overnight stay at the Sunshine Coast.



L-R: Queensland members Sue and Ian McLeish, Gail and Warren Evans (Photo credit: Sue McLeish)

There is no report for the annual Australia Day cricket match.

“Officials” reviewed the conditions and deemed it not safe to play... Seriously though, it was a little over 35 degrees and high humidity so we adjourned to Paul and Rita’s and had a great time anyway, in the shade! We determined the game to be a draw. Maybe we can swing the bat next year?



SOUTH AUSTRALIAN *Report*



2025 Activity

The last outing we had in SA for 2025 was a great success. We assembled in Verdun just off the Freeway from Hahndorf for coffee cake and banter. Trying to remember, I think I counted ten TRs lined up which is something of a record from recent times. Well done all of you.

From Verdun we headed north in convoy (two of the ten could not come) and drove on scenic uncongested country roads to the Barossa Valley where we stopped for lunch at the Stockwell Hotel. This was booked on recommendation from Ash Walkley who had previously visited with another car club.

All in all a great day for everyone in attendance just long enough as it was a pretty warm day. All cars ran well.

2026 Plans

Now that we are well into 2026 the next congregation will be on Tuesday February 10 for Drive Your Triumph (Sir John Black) Day.

I'm suggesting an earlyish breakfast similar to last year just in case the weather is going to be hot.

I have decided to go to the Seacliff Hotel (again) which we did two years ago and found it to be a good location.

Will book for 9.30am. Please send indication of intent by return email for booking numbers.

I look forward to seeing you there then

Geoff Bills
SA State Coordinator

Photos supplied by Geoff Bills, Colin Baldock & David O'Loughlin



Quick pit stop enroute from Verdun in the beautiful Adelaide Hills to Stockwell at the top of the Barossa Valley. Someone has to do it - lucky it was us!





There has not been much in the way of organized events since the last magazine but members have been enjoying driving in the improved weather.



20 December – Dave's Birthday Run

The four Northern members with sidescreens on the road met at David's residence at Devon Hills at 9.30am.

The group: David in the TR3A, Jeff Mount in the TR3A, Micheal and Jenny in the TR3 and me in the TR2.

After some photos we set off to Pateena Road, going the wrong way up the Longford Raceway flying mile to Travellers' Rest.

We travelled along the Meander Valley Highway passing Hadsden and just before Carrick turned right towards Rosedale. The roads were windy, complete with ninety-degree corners around paddocks as is common in rural Tasmania. Did I mention one lane wooden bridges?

Nearing Rosedale we turned left and westward toward Selbourne. Finally after more beautiful windy roads through plantation country we came out on Birralee Road. Birralee Road connects the Frankford Highway to the Bass Highway. Coming into Westbury we stopped at Lucy Love Boots wine bar for a coffee and snack. We made our separate way home, with some having other commitments. A good celebration of David's service to the register. The planned 80 kms for 80 years was exceeded, not sure by how much as my odometer died after 30 miles.



Our cars

Mike has been running using Hugh's spare distributor and has now bought a new unit complete with an Accuspark module.

My TR4 project is continuing, many thanks to David for his assistance in putting bonnets on and off (pictured right).

Drive Your Triumph Day 10 February

David Pearce in his role of northern coordinator for Triumph Owners has been organising the event. A reservation has been made at the Central Highlands Lodge/Miena Hotel for 12 noon.

The plan is for the north and northwestern members to meet at the Longford Village Green for a 10am departure, travelling via the Posting Road and Highlands Lakes Road to the pub. We will be returning by the Lakes Road to Deloraine before splitting to the north and northwest. Ten members have committed to date.

May 16 Anniversary of First TR Drive

Planning is underway and it likely northern members will travel south to meet up with the others.

Hugh Maslin



VICTORIAN *Report*



On 5 December, about 24 of us headed to Warrandyte, arguably just on the south edge of the Yarra Valley to Riverlea Estate Winery, for a very relaxing lunch.

We were joined by special guests Colin and Jaunita Baldock who were visiting Victoria for the week and Ian and Tracey Cuss, who made the visit just for lunch.

Riverlea Estate produces its own wine on site and has first rate dining and reception facilities. The meals were a bit more "pub style" than we were expecting but we were really there for the company. It was great to catch up with everyone so close to Christmas and enjoy the conversation.

Incredibly, the winery had some really good wine specials which some accepted! We are still working through a dozen Sav Blancs which cost \$60/dozen. It's not the best we have had but not the worst either.

Thanks Andrew for arranging the function.

Tuesday 10 February - Drive Your Triumph Day

This year's DYTĐ takes in the southern part of the Dandenong Ranges. We are starting at a lovely cafe in Berwick at 10.00am. It's called Primary@Pioneers Park, 1-11 Peel Street, Berwick. We have our own private room booked and you will have plenty of opportunity for a chat, a coffee and a nibble if you desire. Parking is quite plentiful in the area but the cafe has limited parking in front.

We leave the cafe at about 11.00am and head off to Emerald, Monbulk and on to Belgrave, where we are having lunch at Micawber Tavern, 65-71 Monbulk Road, Belgrave.

I have sent out an email to all TRR members and many have responded. There are also a number of TCCV members joining us. I have not opened up the invitation widely to TCCV members, as they have a planned run to the west coast. If you want to come along and have not already booked, please let me know ASAP so bookings can be updated.

David Ferguson

Committee member

TONY'S TEST - *the Solution*

Images from Giant Steps winery in Healesville, July 2007. Viv had his Mustang, John J his Healey.



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