Sidescreen

144

Extensive celebrations for 2026 - the club's 50th Anniversary year

Drive Your Triumph Day 10 February 2026

Historic racing at Goulburn and Phillip Island

TR REGISTER OF AUSTRALIA

THIS SECTION IS LEFT BLANK INTENTIONALLY

FRONT COVER: **Tony Knowlson and Stuart West from the side mirror of Darrel Misso's TR6. Photo by Darrel's daughter, Marie**
BACK COVER: Images from Drive Your Triumph Day 10 February 2026, in Victoria. Photo credits - David

INSIDE *Issue 144*

APRIL - MAY

CONTENTS

President's Message	4
Webmaster's Report	5
Tony's Test	5
Membership Report	6
50th Anniversary Update	7
From the Secretary	7
Windscreen, not Sidescreen	8
One Raceway Historic Summer Spectacular	9
Phillip Island Historic Meeting	10
From the Historian	11
2026 Concours Update	12
The TR Register Logo	16
TR Regalia Caps	17
Drive Your Triumph Day	18
You Tube Update	20
NSW Events	21
Queensland Report	24
Tasmanian Report	25
Tony's Test - The Solution	26
Victorian Report	27

From the editor

The weather may be cooling down but TR Register activity is hotting up! Check out the reports on Drive Your Triumph Day across the country. Members teamed up with other Triumph clubs to enjoy this annual event.

The Concours in our 50th anniversary year is looking like it will be a cracker! Kerrie and her team are hard at it, organising activities to celebrate this event and enjoy the beauty and bounty of the Orange region.

State coordinators have been lining up their local 50th anniversary runs for 16 May. These range from the Sunshine Coast, QLD to Faulconbridge, NSW, Port Fairy, VIC and Oatlands, TAS.

As you know I am finishing up as Editor of *Sidescreen.* I approached my assistant editor to see if he would take over the reins.

Unfortunately, Scout has other plans. He says he is too busy overseeing chickens, chasing rabbits and tennis balls, and snoozing! So … over to you dear members. I had never edited a magazine before this - so previous experience is not necessary. Would you consider it?

Mary & Scout

PRESIDENT'S *message*

Ian Cuss, President

Greetings members!

At the time of you reading this Tracey and I will be preparing or on our way for a three-month tour of Canada and Alaska. We return home at the end of July.

My report this month is in conjunction with the latest committee meeting which was held on 17 March. It also was in conjunction with the state coordinators joining for the first half of that meeting. Quite a number of things were discussed, one of them being our new parts order. That should have arrived by the time you read this - if not, it will still be on the water and not far away. Allan and Ray have been working hard to make sure that the amalgamation of Moss and Rimmers in the UK went smoothly from a club perspective.

The 50th anniversary runs on 16 May has had a great response - let's hope you can attend.

Bob would love to have more members take up purchasing the book he is producing. They are only available by preorder.

Some of you may remember on our way home from the Adelaide Concours, Tracey and I were involved in a hit and run early in the morning. A large 'roo jumped down in front of us rolling over the bonnet onto the roof smashing the Sidescreen onto the boot . It then proceeded to hop away, with no exchange of contact details. We had a broken windscreen, panel damage on the front apron, bonnet, left hand guard and boot.

As most panels were to be painted, I decide to do a complete body paint but unfortunately found small rust marks under the paint from the previous bare metal paint we did in 1993. Our panel beater decided best to go back and start again which took two years to complete. He has done an excellent job. I have learned never say I'm not in a hurry because that's how it was. He didn't prioritise Trudy.

Fast forward to 2026 - I have the body and all panels assembled thanks to Ivan coming over and giving a helping hand for a week. The engine is stripped and rebuild is in progress.

Rack and pinion steering from the TR Shop London which allows for the original control head to be retained. It's a bolt on kit, no welding as it picks up all original steering box bolt holes and fitted disc brake front end. I also purchased a smaller 15-inch original steering wheel. All in all, I m pleased with the progress. Even if it went into slow state for a long time, it is coming together very nicely.

Will it be at Orange? It's a 50/50 chance at present.

Finally, AGM is approaching and it would be good to have more new faces on the committee. Please give it due consideration.

Safe Travels

Ian

President | TR Register

50th Anniversary
2026 Orange Concours
23 - 25 October 2026

After Tour
26-27 October 2026

WEBMASTER'S *Report*

Colin Baldock

The focus for the last month or two has been to get the 2026 Concours booking forms created and correct. The first part is easy, the second part has taken a bit of time with a lot of back and forth with Kerrie but I think we are in the home stretch. I inadvertently created a live link to a draft online form and got two registrations within 24 hours so people are keen!

Sorry to those who thought they had registered but we expect to be live when the magazine hits your letterbox.

There will be multiple ways to enter including:

- the printed form included with this edition of the magazine,
- an online downloadable printable form which both can be emailed or snail-mailed to Kerrie, and
- the online form which automatically creates an email to Kerrie in the same manner as last year's entry.

There has to be one that suits you!

I have been catching up with some ads that various people wanted posted. I think I have got them all but we have also been messing around with our tr-register email addresses so if you have sent me something and it isn't posted by now then let me know because I have either lost it or forgotten it.

Not much more to say so get out and about in the autumn weather, except in Queensland of course where the leaves are falling due to 150km/hr winds! Stay safe up there!

Colin Baldock

Webmaster | TR Register

What's New on the Website

26 Mar – Orange Concours Entries are **LIVE**
26 Mar – Parts Wanted ads posted
25 Mar – Orange Concours page updated
16 Mar – Logo updated
15 Mar – Parts for sales posts added
4 Mar -Three new cars for sale posted
4 Mar -Parts for sale post added

TONY'S *Test*

Tony Knowlson

The test - where and when this photo was taken. Answer on **page .**

MEMBERSHIP *Report*

Andrew Pitchford

Membership renewals continue to trickle in now due possibly, to the fact that non-financial members were not receiving the Sidescreen magazine.

Currently we have 310 Financial members.

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. You need to be a member if you have your car registered on Club Permit.

New and rejoined members
Since the last issue of Sidescreen three new members have joined the TR Register and two previous members have rejoined after a significant absence. They are:

New member number	Member	State	Location	Vehicle
1068	Ross Mildren	QLD	Little Mountain	TR3
A1069	Rhys McKimmie	VIC	Wendouree	Prospective
1070	Chris Doucas	NSW	Orange	TR3A
Rejoined				
589	Stephen Porter	NSW	Bargo	TR2
404	Max Tucker	VIC	Herne Hill	TR3A

We warmly welcome these new and renewing past members and extend an invitation to them to participate in the Register's future activities the details of which can be found 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 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, and for security purposes, on a separate email, the CVV number to the Membership Officer, or posting the cheque to:

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

Andrew Pitchford
Membership Officer |TR Register

50th ANNIVERSARY *Celebration*

Bob Watters

Your last chance to be immortalised in print!

Here is my usual appeal for photos and anecdotes for the 50th Anniversary book. This is your chance to be featured in a limited edition publication, 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.

When purchasing a book please use the order form included with this Sidescreen or by using the online form on the website. The online form cannot be used if paying by credit card. All orders must be on the official form.

The book will be printed later this year and will be launched at the Concours in October. There will only be limited copies printed. **To secure your copy please place an order no later than 30 April.** The deadline has been extended due to lower than anticipated orders.

Please note: Only a limited number of extra copies will be printed. Pre-ordering is essential.

Concours planning is well advanced, the relevant information is printed elsewhere. Accommodation bookings at this early stage are more advanced than any other Concours. This is shaping up to be a very memorable event.

If you haven't been to a Concours before or perhaps haven't attended one for several years, do yourself a favour and enter. You will not be disappointed. First time attendees are especially welcome, so come along and have a good time, see some fantastic cars and meet some wonderful people.

There are runs in every state to commemorate the Register's first run on 16 May 1976. If you aren't able to join one of these runs just take your TR for a drive on Saturday 16 May and send a photo to the Webmaster - just like on Drive Your Triumph Day.

This is a significant year for the club so join the celebrations.

Bob Watters **Historian | TR Register**

FROM THE *Secretary*

Steve Bradford

Hi everyone

From and administrative perspective, the club is running along well.

As we progress through 2026, the next Committee meeting will be on 19 May. If you would like anything discussed or raised, please send it to me at least **seven** days before.

Coming up not long after that will be the Annual General Meeting on 16 June. We are always keen to hear from anyone who wants to roll their sleeves up, but come and have some fun too.

The required paperwork will be issued early May for that meeting. The timeframes for returning nominations and other documents in accordance with the constitution will be outlined in the pack.

Please let me know if you have any special requirements and we'll do our best to accommodate your needs. Regular engagements with NSW HMA, VIC CMC and other clubs are ongoing.

If you have any questions at any time, don't hesitate to contact any of us on the committee.

Cheers Steve **Secretary | TR Register**

WINDSCREEN, NOT *Sidescreen*

Terry Hicks

Some 24 years ago I bought my TR. It came with what I thought was an original toughened glass windscreen. I needed a new laminated screen, so I presented to Ralph Moore at Mascot. He took $325 and shook my hand.

Many years went by until I was driving to Wagga, (on the speed limit) when a tradie in his pickup arrived behind me. Obviously irritated he swerved past me and back in quickly throwing up stones. I presented to O'Briens who fix small chips and was told, "This is an old bit of damage and is too big to fix"". I told him that "less than an hour is not old and it couldn't be any smaller". I left.

A couple of years went by and I decided to have a new screen fitted. I presented to O'Briens Sydney. The conversation went something like this:

"Sir, this is an old art and I doubt that we can do it."

"Let me help you. You stick rubber tape at about 6 spots around the glass so it won't touch metal, fill the channel with Butyl Mastic, insert the glass, wipe off the excess with kerosine, leave it for a day and bolt it onto the car".

I presented the car but the boss came out.

"You can't use butyl mastic, it doesn't set, you need silicone".

"No but it skins and will ultimately set". He refused.

"Do it your way". The next day I went to pick the car up. The job was a mess. I called the boss who agreed that it was a mess. I advised him to have the guys working quickly to clean up the excess before it set. He actually did it! All good.

Several years passed and on the way to Hahndorf the screen cracked and remains that way. It will be fixed.

Meanwhile while clearing up my yard, I found the old windscreen. Perhaps I could use it? I checked for markings - there were none. I then noticed that it was perfectly flat, no slight curve. You guessed, it is a piece of standard window glass (float). There's a problem there. If you hit a piece of standard window glass it goes into long slivers and will slash you to ribbons. Toughened glass will shatter into a million blunt pieces as you pass through. Laminated glass will crack when you hit it but won't give way. For that reason, you really, legally shouldn't have a laminated windscreen without seatbelts. Now you know.

Float/Annealed
Standard Glass

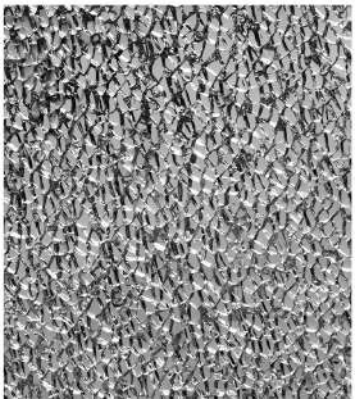
How does it break?
Tends to break into sharp edged shards

Laminated
Safety Glass

How does it break?
Holds together when cracked or broken

Toughened
Safety Glass

How does it break?
Crumbles and shatters into small smooth crystals



ONE RACEWAY HISTORIC SUMMER *Spectacular* 7 - 8 Feb 2026 2026

This race meeting was announced with fairly short notice after HSRCA decided not to conduct their usual meeting at this time of the year in Goulburn. However, even with short notice, there were 81 entrants - there may possibly have been more if the decision to split Group S Sports Cars into two grids, faster and slower, had been announced earlier. Group N, Formula V and Formula Ford, as well as Classic Cars and Invited Super Sprint made up the rest of the meeting.

This event was unique in that Saturday would be the Wakefield (clockwise) Circuit, and Sunday would be the Shelley (counter clockwise) Circuit.

The new Wakefield circuit is different from the old version - especially the turns onto and off the straight. To think of the Shelley Circuit as being the Wakefield Circuit backwards is a grave mistake.

Three Triumphs entered: my Triumph TR3A, Stephen Brankstone in the ex-Glen Coutinho TR6 running with the Group S “Mosquito” (slower) grid, and Paul Burke in a TR7 V8, running with the Classic Car grid.

The weather was typical of Goulburn - 36 degrees Friday (Private Practice) and Saturday, (track temp 58 degrees!). It bucketed down on Saturday night and Sunday morning.

Unfortunately Stephen had a problem on Friday with, I believe, his harmonic dampener, and missed the rest of the weekend. (Glen and Sue Coutinho visited the track on Saturday, and I warned Glen of a possible warranty claim!)

So I was the only Triumph racing in Group S, and as I was not aware that I would be asked to write this report, I can’t report on Paul Burke’s TR7 V8. Reviewing the results though, Paul seemed to have a successful weekend.

So this report is really all about me! In spite of the heat, the car went well. In particular, there were no overheating problems, and, as is becoming more apparent, faster than the driver. The last race I stuck with a Porsche 911, an Alpha Romeo, and an MG Midget. I could not get past them, but was happy to not be left behind in the oldest car in the race.

Sunday dawned very wet, adding to the challenge of the unfamiliar Shelley Circuit.

I thought I should fit my “wets” (actually Continental radials, 185x65x15). They are fantastic in the wet, and by the way, got me onto P7 after practice at Winton a couple of years ago. So I went around the car cracking all the wheel nuts, then jacked up the right side, and fitted the “wets” on the right side.

I looked out the garage door and after checking the radar, decided the rain would be stopped by the time of my first race. I went about removing said “wets” and re-fitting Hoosier Speedsters, and tightened the wheel nuts on the RIGHT side of the car. (Can you see where this is going?)

The first race was wet, not very fast, and I had a bad vibration and thought I must have flat spotted a tyre - not a very exciting race. Back in the pits, checked, no obvious flat spot.

The next race was “damp”, and the vibration became so bad, I pulled off on the first lap and watched the race. When it finished, I set off to drive back to my garage, and the left front wheel fell off, the last of four wheel nuts lying on the grass beside it. Very embarrassing, and worst of all, no one to blame except myself!

The left rear was about to leave the car as well, but still had four nuts on.

The last race on Sunday was run by pinching one nut from each wheel, and racing with three nuts on each wheel.

A welcome improvement to the new circuit was correction of the drainage problems that used to cause water to run across the track for days after the rain had stopped.

All in all, and despite the weather and wheel falling off, a very enjoyable race meeting.

Andrew Gibson

PHILLIP ISLAND HISTORIC MEETING *March 2026*

Andrew Gibson

Phillip Island Circuit - the best raceway in Australia -certainly justified its reputation this year.

Perfect weather for old cars and older men at 22 to 24 degrees. Private practice on Friday, as always, uncovered a few gremlins. This time a vibration from the front of the car at speed (130 mph down the straight!), and an overdrive that worked sometimes.

The essential overdrive

Overdrive is essential in my car as I have a low 3rd gera which gives a “close ratio” to 2nd gear, and, more importantly, a ratio that falls perfectly between 3rd and top gear. (As you all know, 3rd o/d is so close to top gear, that’s a waste of time.) As well, the 3rd gear ratio is low enough to mean that I only use 2nd gear off the mark, and, very occasionally, in a tight bunch in a slow corner. Most races are 3rd, 3rd o/d, 4th, and 4th o/d,—which means you don’t have to “cross the gate” which can be a problem in the heat of the moment.

Wheel balance was checked, no “flat spots”, when bearings okay, a few bolts in the front suspension tightened a little. No real explanation found really, but problem solved. Next, the overdrive. Suddenly it occurred to me that the 66 year old switch could have passed its use by date. I bridged the switch, “click, click “ from the solenoid. Recurring problem identified.

A simple toggle switch connected, but the toggle was too short to find in a hurry by feel. So a short piece of brake tubing fitted over the toggle solved the problem. As soon as the car went up on the jack, TR drivers appeared out of nowhere to offer advice and help which was much appreciated.

New tyres

I fitted a new set of Hoosier Speedster tyres ($2000!) going up a size from 185x65 to 205x60 and they were simply amazing. They has great adhesion, gave plenty of warning if they were going to let go and were extremely “tuneable” by adjusting hot pressures to dial in overseer or understeer.

On Saturday I qualified P 42 in a huge grid of 60, but my time of 2.04 was a bit disappointing, having a previous best of 2.00. Over the next 3 races I improved my time to 2.01 and moved to P 32 on the grid. Unfortunately, there were only 2two other Group Sa cars (pre 1960):

- a Bugeye Sprite and
- an Healy 3000

Close racing

My only real opposition was Patrick Townsend in the Healy, but he unfortunately had carburettor problems for most of the weekend, and I really didn’t get a good opportunity to race with him. Nevertheless I had great racing with Sb and Sc Sprites, Midgets, MGB, Alfas and a Porsche 911. Six of us recording 2.01 - close racing!

After the initial issues, the car went beautifully all weekend, and was a delight to drive with lots of power (148 RWHP), and finally, reliable.

A great meeting is one where you drive your car onto the trailer at the end of the event. All credit to VHRR for their conduct of the event and ensuring perfect weather. The car featured in the program with a brief history and pics of it racing now and as it was when I bought it from Bruce Tompson in 1971 racing at Warwick Farm.

Next: Winton Historic end of May - can’t wait.!!

FROM THE *historian*

Bob Watters

Your Club Needs You

An interesting find during research for the 50th Anniversary Book was the number of members who have served on the committee over the past 50 years. Over that period there have been 1,070 members but only 105 people have served on the committee.

Think about it. Less than 10% of the total membership were willing to give up some time to ensure the club succeeded and continued to prosper. Many of these members have served in different roles over many years and some are still serving.

All very interesting, but what does this mean for me as a member? It's simple really! How about joining the dedicated band who manages the club and giving something back in appreciation of the benefits that being a member affords.

Being part of a management team of like-minded people is very rewarding and brings enormous satisfaction.

The club needs to find replacements for the following roles:

Treasurer	**Editor**
Regalia Officer	**Secondhand Parts Guru**

Except for the Secondhand Parts position, where the parts are stored on a property south of Sydney, all the roles can be filled by a member from anywhere in the country.

- The Treasurer is a member of the Club Executive and must be a Full Member.
- All the other roles can be filled by an Associate Member.

The club was very fortunate at the last AGM when two younger members joined the committee. Rowan Burns and John McCormack Jnr have brought a fresh perspective to committee meetings, and the club is in a better position for their involvement.

Volunteering … **creates opportunities for social interaction, improves mood and increases happiness**. Volunteering offers people health and wellbeing benefits, including lower symptoms of depression and anxiety than people who don't volunteer.

Source: NSW Government

There are over 300 members. Surely there must be someone who can take one of the roles. Think about it!

The Editor's Award

An interesting award that somehow has not been given the recognition it deserves is the Editor's Award. It is awarded to the member chosen by the Editor each year as someone who has made significant contributions to Sidescreen magazine. The award is announced and presented at the Concours Presentation Dinner.

Given the importance of the award, remembering that without members' contributions there wouldn't be a magazine, it is puzzling why records haven't been kept of the winners.

It is understood that the award was introduced in 1997 and the inaugural winner was John Pike. However, after that date there is no mention of the award in Sidescreen or the Website until 2015 when Rob Bradford won it.

It is important that records are kept of every club award as well as recognising every winner in the forthcoming 50th Anniversary Book. Could members who won the award in the 17 years between 1997 and 2015 please contact me so that the records can be updated and the winners listed in the book?

Thanks for your help with this important piece of the Register's history. My contact details are on page two.

Bob Watters, **Historian | TR Register**

2026 CONCOURS *Update*

Planning for the 50th Anniversary Concours in Orange is ploughing full steam ahead.

History of Orange

Did you know that Orange itself has a surprising history that many would not be aware of? The first discoveries of payable gold were actually found at Ophir, on the NSW Central tablelands near Orange, followed then by Ballarat and Bendigo, Victoria.

In April 1851, gold-seekers from around the world began flooding into the colonies, changing the course of Australian history. The gold rushes expanded Australia's population, boosted its economy and led to the emergence of a new national identity.

In 1851, it was Edward Hargraves utilising his experience in the goldfields of California, who found a few specks of gold at Ophir. At this time Hargraves was with John Lister and also the Tom brothers: William, James and Henry; whom he had taught panning and how to build a gold cradle or gold-washing machine. It was Hargraves though, who officially claimed the reward for the discovery of gold. By May 1851, the first major gold rush in Australia began, with hundreds of miners flocking to Ophir.

Orange today is the home to the modern Cadia Valley Operations, one of Australia's largest gold and copper mines. Although the gold rush is over, you can still visit the Ophir reserve to see the remains of the old mines, or even try your luck panning for gold in Summer Hill Creek.

Accommodation for the Concours

There are only four king rooms remaining of the 60, at the Mercure Orange. There are 8 rooms remaining at the Caleula Orange. As our Concours is being held during the *Orange Wine Festival*, accommodation will become more scarce in the coming months. So if you haven't booked here or elsewhere, please do so quickly.

Unexpected Venue Change - Sunday Farewell Lunch

We have had an unexpected change of venue for the Sunday Concours Farewell Lunch. It will now be at *The Wentworth Orange*, in the private function room of the golf club. It is a stunning new building, rebuilt after a 2019 fire, set high on a hill with a balcony and expansive views across the golf course.

Orange Concours on the Website

The *Booking form* is now available on the website. You will also find a paper copy in this Sidescreen magazine. Please read the *General Information* on Orange on the website to assist you in completing this booking form, particularly if you are new to attending a concours. Here you will find an explanation of the category class descriptions for entering the concours on Saturday and more detailed information about the events at the Concours and the After tour runs.

Our ***preferred option*** is for the entry forms to be completed online. After an online entry is completed, the information is entered onto a spreadsheet and a summary cost of your entry along with payment details to the TR Register, will be emailed to you. Thank you Colin Baldock for this. Both the treasurer and myself are then able to monitor the progress of entries.

If you would rather complete a paper copy of the entry, you can use the one provided with this Sidescreen or click the link on the Orange Concours section of the website. Once completed, email to me **kerrieholliday@hotmail.com** please.

Saturday Concours at Robertson Park
If you are entering the Concours on Saturday, the following information will assist.

To be eligible for the Saturday concours, entrants need be a financial TR Register member owning a Triumph Sidescreen or Derivative vehicle. There are different entry requirements for each category.

Concours Entry Categories - Know Your Class

Eligibility to enter the Concours

Entrants must be a financial TR Register member owning a Triumph Sidescreen or Derivative vehicle. *Note:* Judging does not constitute approval of the roadworthiness of any modifications.

Categories

1. **Originality Class** is the highest category judged class for Sidescreen TRs. Vehicles entered should be faithful to the original production vehicle.
   They are judged on:

   (i) cleanliness,
   (ii) condition and
   (iii) originality of all aspects including the body, bright work, interior, weather gear, underside, boot, spare wheel compartment and tools.

   Wet Weather Gear must be fitted in position for judging.

   There will be no penalty for:
   - seatbelts
   - radial tyres
   - or any other items that were factory listed options when the cars were produced.

2. **Excellence in Presentation Class** is a judged class for Sidescreen TRs where vehicles entered must retain the visual look and philosophy of the original Sidescreen model, as well as exhibiting a high level of maintenance and preparation.

   Any Sidescreen TR may be entered in this class with the judges scoring
   (i) cleanliness and
   (ii) condition and will not include the underbody.
   Points will not be deducted for a limited number of modifications, as listed prior to the event.

3. **Road Class** is a judged class where vehicles entered must retain the philosophy of the original Sidescreen TRs and exhibit a high level of maintenance and preparation. Points will not be deducted for modifications provided such modifications retain the overall shape, general appearance, drive train and design basics of the original car.

   Entrants will be judged with equal emphasis on
   (i) cleanliness and (ii) condition.

   Rack and pinion steering, brake boosters, rollbars, mildly uprated suspensions, 72 spoke or alloy wheels, additional “period” instruments, improved seating, alloy rocker covers/sumps, “period” engine modifications, full synchro Triumph gearboxes etc are permissible.

   Judging will not include underbody and boot/spare wheel compartment.

2026 CONCOURS *Update*

4. **Derivative Class** is a judged class where vehicles entered should be faithful to the original production, based on a Sidescreen TR.

   They are judged on (i) cleanliness, (ii) condition and (iii) all aspects including the body, bright work, interior, weather gear, underside, boot, spare wheel compartment and tools.

   There will be no penalty for:
   - seatbelts
   - radial tyres, and
   - any other items that were factory listed options when the vehicles were produced.

5. **Competition Class** is for Sidescreen TRs or Derivatives that are used, or have been used, in competition. Vehicles can be road registered or full track-racing cars. These vehicles are judged on their cleanliness, condition, competition history and suitability. Cars must have a Triumph Sidescreen drive train.

6. **Restoration Class** is for Sidescreen TRs or Derivatives that are under restoration, providing inspiration to members restoring vehicles and opportunities to give or receive restoration advice.

7. **Display Class** is a general category for Sidescreen TRs, that is not judged. Apart from a wash, vehicles are not expected to be specially prepared in this category.

It will be important to remember your category entry for the Concours at Robertson Park on Saturday. Timing of entry per category to the park will be tightly managed to ensure smooth access both into the CBD and to the park itself.

Foodcare Orange Raffle

Foodcare Orange is absolutely delighted and most thankful that the Register is supporting their charity through the proceeds of our raffle. I have secured some very generous prizes to date which have been collected by our team members on the ground, Cherylin and Alan Mitchell.

So far these prizes include:

- a *Full Engine Rebuild Kit, valued $763* from **Allan, Bare-Co**
- *a mixed dozen bottles of wine from* ***Ross Hill Orange****, valued $330*
- a *Savour Experience for four at* ***Swinging Bridge*** (wine and canapes), *valued $200*
- *half dozen bottles of wine, from* ***Stockman's Ridge****, valued approx. $200*
- *$50 food & beverage voucher at* ***Badlands Brewery***, next door to the OESC club
- *$50 food voucher at* ***Byng Street Local Store and Café***, in the heart of the CBD.

Raffle Tickets this year will be presold on the Booking Form Pre-purchased tickets will be available for collection at Registration, with names and phone numbers written on them, allowing for smoother and faster prize drawing on Saturday night. Please support these very generous prize donors and try your luck by purchasing tickets in support of *Foodcare Orange*. Tickets are 1 for $5, 5 for $20, 10 for $30 and 20 for $50.

After Tour

Cherylin and Alan Mitchell have organised the two first days of runs for Monday 26th October and Tuesday 27th October. Details for payment for these days is on registration entry forms.

On Monday we drive to Canowindra to visit the *Age of Fishes Museum* $10pp, and then to the *Japanese Garden and Cultural Centre* in Cowra. Garden entry is $16pp and lunch at the café is $20pp.

On Tuesday we travel to Manildra. We'll visit the historic volunteer run *Amusu Theatre*, wander their museum, watch a movie and have lunch. All this for a bargain $40pp. Andrew Ross has booked the *Hotel Canobolas* on Tuesday for our farewell dinner, pay at venue.

Kerrie Holliday

I have organised the Wednesday run to Bathurst. Firstly we'll visit the *National Motor Racing Museum*. You pay at the venue, currently $9 concession and $13 adult entry. Then it's a drive around the famous Mount Panorama street circuit.

From there we're on to the heritage *Abercrombie House*, a 50 room Scottish baronial mansion that's almost 150 years old. The house is the family of the Morgans who are also known for maintaining classic vehicles, including Austin Sheerlines. They regularly host car clubs and other events and have already suggested we park the cars on the rise, in a big curve in front of the house, for excellent photo opportunities including drone shots.

We'll have a house and garden tour, with a garden party lunch, all for $40pp. If the weather is inclement we'll lunch on the veranda or if the weather is worse, we'll dine in the grandeur of the ballroom. Now that sounds a bit hard to take!

Please email me, address above, if you have any questions about the Concours or the After Tour.

Until next time
Kerrie

Thank you to our raffle prize sponsors

TR Full Engine Rebuild Kit

Local Wines

Local Wines

$50 Voucher from Byng Street Cafe

$50 Voucher - Badlands Brewery

Thanks and appreciation to our CONCOURS ORGANISING TEAM

- Kerrie Holliday
- Russell Holliday
- Cherylin Mitchell
- Alan Mitchell
- Alison Arnison
- Chris Olson
- Andrew Ross
- Jenny Ross

Special thanks to
Noel Schmidt
for weaving his graphics magic for our logos, banners, and other graphic elements.

THE TR REGISTER AUSTRALIA *logo*

The TR Register was established in 1976 after meetings of Sidescreen TR owners concerned about spare parts becoming unavailable. Triumph weren't supporting importation of early model Triumph parts.

It was in 1976, sidescreen owners were in TSOA which wasn't able to be involved in parts supply, so it was decided to start the Register based on similarly named clubs in other countries. Becoming a club, members joined up and the identity of the Register commenced. Gradually this meant regalia started being made to reinforce that identity.

The **first logo** was introduced in 1982 and organised by Shirley Pitman. It was circular with the club name and a red Sidescreen TR. Having three models, it was designed in a way without choosing one model.

In 1993, a **second logo** was introduced. It more graphic than the first logo, with the side view of the car and simply stated TR REGISTER AUSTRALIA. The car was red and a dark green background. It was first shown at the concours at Batemans Bay. We must thank Gavin Rae, the new president at the time, for

The **third logo** was enhanced from the second logo in 2009 by Noel Schmidt. This upgrade certainly has been something our club has used for many years, proudly representing our club and members since.

It's now our 50th Anniversary, and we thought it's time to celebrate our 50 years and what better place to start is with our logo. Noel stepped up again and added our establishment date to the existing logo (**logo #4**). This is a simple change but states when the TR Register Australia started while still retaining our long-term logo.

So, for our 50th anniversary, in new Regalia we will use the new logo including a new cap design.

Article by **Russell Holliday** who is part of the 50th Anniversary Celebration working committee and the Concours Organising Team.

TR REGALIA *caps*

Russell Holliday

ANNIVERSARY CAP ORDERS

This year we will be celebrating our first Register run which was held on Saturday 16 May 1976. Each State will hold runs on Saturday 16 May 2026, 50 years ago to the day.

For this momentous occasion, we will have a new cap available for 16 May runs. The cap will have the new logo on the front and "50th Anniversary" on the rear. As options you can add your car number plate, your name, your car's name or its commission number to the side of the cap.

Orders ASAP by 5 April

As time is VERY short, you will need to nominate your respective State Coordinators for the May 16 runs to receive your cap as part of a bulk order. Please act quickly. Postage will be split for the bulk orders which will be sent to the Coordinators for distribution on the run.

By April 5, payment needs to be made to the Register and orders will also need to be made to Russell Holliday by email to **tr3a@live.com**

After this date, back orders will be taken and available 5-6 weeks later. These will be posted individually to your home address. Postage on individual orders will be advised before final payment to the Register.

DRIVE YOUR TRIUMPH *Day*

A note from Rye Livingstone …

Thank you to all of you who participated in Drive Your Triumph Day in celebration of Sir John Black's birthday on February 10. It continues to amaze me how this event has grown internationally.

This year I received photos from South Africa, Australia, New Zealand, Finland, across Europe, the UK, Canada, and throughout the USA. A special thank you to the sponsors of this website, Triumph Register of America (TRA) and Vintage Triumph Register(VTR). Please take a moment to click on their logos and visit their websites.

A few notes about the new photo-sharing website:

- On the home page, you can select a DYTD gallery from the drop-down menu, or scroll below the image of Sir John Black to see all galleries back to 2015, each with a featured photo.
- Once inside the 2026 gallery, you have several viewing options:
  - ⇒ Scroll through all photos on the page. When you hover your cursor over a photo, the file name appears. If the information was provided, I've included the model of Triumph, the year, the owner's name, and the location. It's fun to see where in the world each photo originated.
  - ⇒ Double-click the first photo to view one image at a time. You can use your arrow keys or the on-screen arrows to move forward or backward. Hovering over the image will again display the file name.
  - ⇒ If you prefer a continuous view, click the slideshow button (the dark arrow). Sit back and enjoy the show — just note that file names and locations will not be displayed in slideshow mode.

Something new this year: for individual submissions, I began the file names with the model and sorted the photos alphabetically. That means all the Stags, TR3s, TR6s, and so on are grouped together. Many photos submitted from club outings did not include detailed information, so those are grouped together by club name.

Along with the red 1800 Roadster serving as the featured image for 2026, you'll notice something special in the TR3 section. Bill Beecher accidentally sent a photo from DYTD ten years ago with his granddaughter, followed by this year's photo with her ten years older. I had to publish both — a wonderful reminder of how time passes and traditions continue.

All past DYTD galleries dating back to 2015 are available on the site, so there is a LOT of Triumph history to enjoy. The website displays properly on computers, tablets, and cell phones.

Please feel free to forward the website link to anyone you know who owns a Triumph or Standard: https://driveyourtriumphday.smugmug.com/

Best Regards

Rye Livingston

Activities Chairman
Triumph Travelers Sports Car Club
1960 Triumph TR3A
DriveYourTriumphDay@gmail.com

Save the date for next year 10 February 2027

10 February 2026

QUEENSLAND - Drive to Redcliff

NSW - Drive to Bundeena

L - R: John & Sue McCormack, Terry Hicks, Jim Allen, Sue Halloran, Kerrie & Russell Holliday

VICTORIA - Drive to Berwick, Emerald, Monbulk, Kalista and Belgrave

Members from the TR Register, and TCCV

TASMANIA - Drive to Longford, Cressy & Miena

Participants included: David Pearce, Jeff Mount, Jude and Hugh Maslin, Dale Luck,

YOU TUBE *Chat*

David Ferguson

Filming videos, editing and managing YouTube can become a full-time job if you let it!

Many people in fact make money from their posts. Mat Armstrong in the UK is one of the most popular presenters for car enthusiasts. He reportedly earns about $1,000,000 per annum from his content. In addition, he has sponsors and sells merchandise which has enabled him to expand his stable of amazing cars. If you have not ever watched him, just search for his name.

Our channel is ticking along quite well with three new videos since the last Sidescreen.

John McCormack (Sydney) has a very interesting video produced by Rowan Burns showing his fleet of TRs and some of the great views around Sydney.

Denise McGuire's story of her Dad building six TR3As for his family and how her car came to get to Newport followed. T

I was sitting at my iPad a week ago tinkering with words for another TR song and thought I'd try to make a music video - "It's Never Too Far in a TR".

Rowan has also produced some "shorts" from the full videos. Apparently, these are for time poor people who just click on links and get a snapshot without understanding the full story! I don't get it either.

Some Statistics

- 18,900 views of our channel in the last 28 days (mostly shorts)
- 244 hours of view time in the 28 days
- 178 subscribers
- 36 videos on our channel
- John McCormack Jnr video - 657 views (total)
- John McCormack (Sydney) - 531 views (total)
- Denise McGuire - 765 views (total)
- Never Too Far in a TR- 426 views (total)

Never Too Far in a TR.

739 views • 2 weeks ago

Where to from here?

- Produce some more videos
- Ask you to please "Subscribe" to the channel - it is free. If you don't know how to subscribe, call me and I will talk you through it.
- I post links on many Facebook pages to spread the word far and wide- we get feedback from all over the world.
- If you liked watching a video on YouTube, give it a "Like" or thumbs up on YouTube. It's great to get comments on Facebook but the real action is on YouTube
- By "Subscribing" and "Liking" content, you drive the success of the channel. The channel is designed to promote our TRs to future custodians, so it's in all of our interests to make it a success.

Regards

David

YouTube AU

Triumph Sidescreen birth certificates

Need one for your car?

Contact Bob Watters (details page2).

NSW *Events*

Kerrie Holliday

There is certainly no scarcity of events organised for your enjoyment in this, our 50th Anniversary year.

Already we have had February's Drive Your Triumph Day to Bundeena. We were originally driving through the Royal National Park to Audley in celebration of the motor vehicle manufacturer who developed Triumphs, Sir John Black's birthday. However a scheduled full day power outage at the café saw a slight change of plans with us driving a little further into the park to reach the Bundeena RSL. With views across to Cronulla, a small group of us enjoyed lunch, John and Sue McCormack, Terry and Jenny Hicks, Kerrie and Russell Holliday, Trish and Richard Lewis along with Jim Allen and Sue Halloran. As we were leaving we happily came upon another member and Bundeena local, Peter Montessin, also lunching there.

Coffee mornings have been well supported these past months. We look forward also to the next Triumph extended Runs, firstly celebrating our club's 50th Anniversary in May to Faulconbridge, followed by an overnight stay now at the Camden Valley Inn and then Christmas in July, well actually June, in Berry. With the current sudden road closure of the primary route over the Blue Mountains and then the evolving fuel situation from the conflict with Iraq, it's making for interesting times.

The Camden Valley Inn is nestled in the Camden countryside and surrounded by manicured gardens and open fields. It's boutique accommodation is appointed with timeless furnishings, comfortable beds and private sunlit balconies. Once a humble local community milk bar back in 1939, the whole venue has undergone a $15 million renovation, enhancing its reputation for quality food and atmosphere. See John McCormack's information below. To add to all this excitement, the accommodation in Berry has had a name change. It's the same place however it's now called the *Mandala Signature Berry*. Full details follow.

Come for a day or stay a little longer, you're most welcome to join in the fun.

New overnight accommodation venue for May 50th Anniversary Run at Camden Valley Inn

NSW Events

Coffee mornings and lunch in April & May	
Every Wednesday 10am	**Tathra Pub, 8 Bega St, Tathra** • Morning Tea • Sapphire Coast Chapter organised run • Enquiries Bob Watters, bobtr3@gmail.com
Last Wednesday of the month 10am	**TSOA NSW Coffee & Cake** • TR Register members are formally invited to attend TSOA NSW coffee mornings • **morning tea** held in various locations TBA • See TSOA NSW website under Events for exact locations • No log book entry is required to attend these morning teas • Enquiries John McCormack, huon_24@bigpond.com
Wednesday 1 April 10am	**Pie in the Sky, 1296 Pacific Highway, Cowan** • Morning Tea • Enquiries Andrew Ross, andrew@tr-register.com.au
Sunday 5 April 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 15 April 10am	**Moses Barnes, 89 - 91 Argyle St, Picton** • Morning Tea • Enquiries to Jenny Hicks, hicksjenny50@gmail.com
Sunday 3 May 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 8 May 10am	**Pie in the Sky, 1296 Pacific Highway, Cowan** • Morning Tea • Enquiries Andrew Ross, andrew@tr-register.com.au
Wednesday 20 May 10am	**Moses Barnes, 89 - 91 Argyle St, Picton** • Morning Tea • Enquiries to Jenny Hicks, hicksjenny50@gmail.com

March Coffee morning at Pie in the Sky, Cowan

Kerrie Holliday

Upcoming events - for your information

16 - 17 May

Note - changed event details

Book your own accommodation at **Camden Valley Inn**, Camden on 02 4655 8413.
They will also match prices on other booking websites, so please do check

50th Anniversary Celebration Re-creation, Faulconbridge & Camden

- **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.
- From there we'll travel to Camden, staying overnight at the beautiful Camden Valley Inn, a premier retreat set across five acres and
  enjoy a relaxed dinner onsite as we reminisce fondly on the club's history.
- Contact John McCormack to let him know your intentions, huon_24@bigpond.com

26 - 28 June

Christmas in Almost July, Berry

- Our legendary Xmas in July (June) will travel once more to the beautiful Shoalhaven region, staying in the historic village of Berry.
- It's the same Motel as before. However, it's had a name change, now called the Mandala Signature Berry.
- Conveniently located in the centre of town and within walking distance of our dinner venue.
- Andrew has secured a fantastic group booking of $268/night including a continental breakfastdaily in this dailt in this much sought after location.
- Contact the *Mandala* directly on (02) 4464 3570. Queen and twin rooms available with most being downstairs.
- Reference the Triumph Car Club TR Register NSW to ensure the best tariff quoted above.
- **Book early** to guarantee these special rates.
- The Shared Xmas feast is on the Friday night at the nearby historic Berry Hotel, established in 1863
  www.theberryhotel.com.au
- Approximately $65/head. Last year nobody went away hungry.
- Santa's Little Elf will again be assisting with out Secret Santa
- Please bring a wrapped unisex gift to the value of $20.
- Activities for the rest of the weekend advised closer to the date but there is always something for everyone.
- Please then let Susie Wall know that you have booked. Any questions contact Susie on sswright67@yahoo.com.au

QUEENSLAND *Report*

Sue McLeish

Drive Your Triumph Day was very successful and very enjoyable. Members met south of the bridge and north of the bridge and travelled to Tipsy Tomato in Redcliffe for a very enjoyable lunch. It was a little bit warm to be travelling in vehicles with no air conditioning, but we are strong!!!!!

The February drive was postponed due to the very wet weather.

The March run went ahead. We all met for coffee at Indigiscapes in Capalaba for coffee and the ate lunch at Fish on Fire in Cleveland after a scenic drive through the Mount Cotton area.

The April drive will culminate with lunch at Boonah.

Fuel permitting, the May run will be the Celebration of 50 Years of the Register and this will be on the Sunshine Coast. Thank you Greg and Judy for all your hard work organising this event.

Hopefully we can continue to travel over the next few months.

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

TASMANIAN *Report*

Hugh Maslin

The TR Register is about maintaining the sidescreen cars. However, in Northern Tasmania it has become more than that. We are lucky to have six members within 30 minutes of each other. Help has included fitting panels, removing engines and gearboxes, painting even trimming trees and getting firewood. More in the “Our Cars” section.

Drives

Thursday, 5 February We decided to have a check out drive prior to Drive Your Triumph Day (DYTD) as the weather was fine. David in the TR3A, Mike in the TR3 and me in my TR2 met at David’s at Devon Hills. We headed off through Longford to have coffee at the Cressy bakery and returned via Powranna and across Leighlands Secondary Road to Evandale where Mike left us to go past the airport to our respective homes.

Tuesday, 10 February David, Jeff and Jude and I in the TRs met with Dale Luck in the blue Stag at Longford at 10.00 am. It was another 30 minutes before the last of the Northwest cars arrived: a TR7 and two Spitfires (roadworks blamed).

We headed south through Cressy and up the Poatina Hill, previously a hill climb site. We stopped half way for the slower cars to catch up. Clearly it was too much to expect them to park prettily for a photo. Winsto and Marilyn who had come in their daily drive went ahead to take photos.

Further on, we encountered the first of our roadworks sites. We arrived at Miena around midday - the Southerners being there already.

They had met at Kempton, going on to Bothwell and up the Lake Highway. Unfortunately Martin and Daphne had overheating problems and only made it as far as the new Bridgewater Bridge. We had ten Triumphs in all and had a good meal at the Miena Hotel. The northern and Northwest cars completed the loop leaving northwards up the Lake Highway with views to Great Lake to the right. David and I left the Highway and turned off down a windy road to Exton, then back via the Old Bass Highway.

Sunday, 7 March Longford Back on Track. David and I attended the event held at three locations:

- Country Club Hotel (racecars)
- Blenheim Hotel (bikes) and
- Wellington Street shed for Longford Racetrack memorabilia
  Unfortunately, very similar to last year.

TASMANIAN *Report*

Hugh Maslin

Sunday, 22 March Reported to be the 10th and last one run by the Rotary Club. This was a massive event of 750 display cars of all sorts (only one Triumph) over a kilometre of foreshore park. For my pick I was torn between the green V12 E Type convertible and a retro bus powered by a Lexus V8.

Our Cars

My TR2 and TR4 speedos are at Ringwood Speedometer Services with the former being recalibrated for the lower profile tyres. David has been helping me with fitting panels and the bonnet on the TR4 which is now mostly painted. The plan is for me to put on the first two coats and the final one in a shop. The shop is closing hence the rush.

David's TR3A has the motor and gearbox removed and now is at the painters. Help has been on hand from Mike and I. It is interesting how the yellow has faded, which became obvious when the screen was removed (pictured right).

Hugh is making a mini Sidescreen for Jeff's TR3A for the trip to Orange.

Coming events	
Saturday 4 April	Swansea Car Bike and Truck Show
Saturday 16 May	TR Anniversary Run to Oatlands
Sunday 7 June	St Mary's Community Car Show
Sunday 7 June	British Classics National Auto Museum Tasmania, Launceston

TONY'S TEST - *the Solution*

Display of Powder Blue TRs at Port Macquarie in 2007

VICTORIAN Report

David Ferguson

Drive Your Triumph Day - 10 February 2026

Drive Your Triumph Day always delivers a story or two, and 2026 was no exception.

This year's adventure began in Berwick, where our convoy rolled into one of the town's hidden gems — a beautifully restored former schoolhouse turned café, tucked inside a lush historic park. If you haven't visited Berwick lately, you might be surprised: the once sleepy rural fringe has exploded into a sprawling suburb that seems to have swallowed every farm in sight.

Getting there from the south proved more entertaining than expected. Road closures, diversions, and the kind of traffic that tests even the most patient Triumph owner turned the journey into a mini-odyssey. But the reward was worth it.

We were joined by several TCCV members who opted to avoid the Westgate Bridge chaos on the way to the Anglesea "alternate" DYTD. Their choice added a wonderful mix of machinery to the lineup — everything from a 1948 2000 Roadster to sedans, TRs, and Stags. Unsurprisingly, our colourful procession drew plenty of curious looks along the way.

After coffee and cake, we pointed our bonnets toward the hills and set off on a glorious 45-minute run through the rainforest. The route wound through Emerald, Monbulk, Kalista and on to Belgrave, offering that perfect combination of smooth bends, cool air, and 60–80 km/h cruising that Triumphs seem to relish.

Lunch awaited at the Micawber Tavern — once, we're told, a bikie haunt, though the leather-clad crowd has long since moved on, perhaps to more lucrative pursuits on Victorian building sites.

A special shout-out goes to Bob and Robin Adams, who made the epic journey from Cobungra via Phillip Island — roughly a 1,000 km round trip - just to join us. That's dedication worthy of applause.

To everyone who came along: thank you for giving your Triumphs a well-deserved outing and for making the day such a pleasure.

And as we look ahead to 2027, we'd love to hear your ideas. If you know a great destination, café, or scenic route that deserves its moment in the spotlight, don't keep it a secret — let's make next year's DYTD even better.

Three different Triumphs involved in the day.

Many Triumph enthusiasts made the day a hit.

TR REGISTER AUSTRALIA

www.tr-register.com.au