No. 148

SIDESCREEN



JOURNAL OF THE TR REGISTER OF AUSTRALIA

CONCOURS EDITION

NOVEMBER / DECEMBER **2026**

TR-REGISTER AUSTRALIA COMMITTEE **2025/26**

President	Ian Cuss (Tracey) NSW	0408 388 316	president@tr-register.com.au
Vice President	Rowan Burns (Hayley) NSW	0467 077 358	vicepresident@tr-register.com.au
Secretary	Steve Bradford QLD	0437 542 410	secretary@tr-register.com.au
Treasurer	Tony Xerri (Lesley) VIC		anthony.p.xerri@gmail.com
Webmaster	Colin Baldock (Juanita) SA	0405 396 874	webmaster@tr-register.com.au
Parts	Mal Munro NSW	0416 031 654	malcs707@gmail.com
Membership	Andrew Pitchford VIC	0419 311 077	membership@tr-register.com.au
Regalia	Chris Olson NSW	0403 518 220	chrisolson1951@gmail.com
Club Historian	Bob Watters	0408 502 350	bobtr3@gmail.com
Committee	David Ferguson (Jenny) VIC	0417 463 110	dje.ferguson@bigpond.com
David Pearce TAS		0429 318 318	dnjpearce@westnet.com.au
John McCormack (Sue) NSW		0413 312 134	huon_24@bigpond.com
John McCormack (Talia) VIC		0407 900 924	jnymak87@gmail.com

STATE COORDINATORS

ACT	Jack Gault (Jenny)	0402 912 853	jackgault@outlook.com
NSW	Andrew Ross (Jenny)	0412 274 635	andrew@tr-register.com.au
NSW Club Reg.	Denis Hinde	0418 255 499	denisghinde@gmail.com
QLD	Sue McLeish (Ian)	0407 723 116	susan_mcleish@iinet.net.au
SA	Geoff Bills	0408 398 800	geoff.bills51@gmail.com
TAS	Hugh Maslin (Jude)	0408 929 936	maslinhj@gmail.com
VIC	Vacant		
VIC Club Reg.	Geoff Kelly	03 8774 4154	the4kellys@dodo.com.au
WA	Chris Keay	0417 955 924	

SIDESCREEN

Sidescreen Editor	Paul Mathers	0450 916 911	paul@marque2media.com
Creative Lead	Sam Morel		sam@sammoreldesign.com

LIFE MEMBERS OF THE TR REGISTER AUSTRALIA

Allan Bare, Graham Brohan, John Buck (decd), Rick Fletcher, Russell Holliday, Bruce Hoskins, Tony Knowlson, John McCormack, Alan Mitchell, Mal Munro, John Murn, David Pearce, John Pike, Shirley Pitman (decd), Gavin Rea, Brian Richards, Bob Slender, Bob Watters, Graeme White

TR Register Australia Inc ABN: 95675396315
Web Site: www.tr-register.com.au

Front cover:
THE LINEUP AT THE 2026 ANNUAL CONCOURS, ORANGE NSW

Back cover:
TRS AT ABERCROMBIE HOUSE. L TO R: BOB AND CHERRYLE WATTERS TR3 (NSW), HUGH MASLIN TR2 SHORT DOOR (TAS), TERRY AND JENNY HICKS TR3A (NSW), PETER AND JENNY MOLESWORTH TR3 (NSW), STEPHEN AND GINETTA ROCHESTER TR3B (TAS), RAY AND PAULINE SMITH TR3 (VIC)

Photographer: JACK GAULT

EDITORIAL



Paul Mathers

September was a huge month and in return, we've delivered an absolutely bumper issue of *Sidescreen*! It's been a genuine challenge putting this one together, with so many submissions and almost 100 photos to choose from, we really could have published the issue in two parts.

The important thing to me though, is that I am able to represent the thoughts and activities of our membership in the most positive, memorable light, in the hope that you'll look back on each issue and stir some great memories and celebrate those friendships that have united us through our shared love of those fabulous little British sports cars. As a result, I've used as many photos as budget will allow, and captioned each one so that if you remember a face but not a name, then *Sidescreen* will provide that record for you. In trying to feature so many members, I've not been able to include many of the fantastic photos that were taken at the Concours, its various social events and the After Tour, but thanks to Colin Baldock, there is already a great selection to wade through on the Register website. I encourage you all to go and check those out, as they are sure to bring forth a smile.

Congratulations to Kerrie and her team for delivering what was, by all measures, a Concours for the ages. I didn't personally attend, but I've truly enjoyed sifting through those moments as I've put this issue together, and as a professional Concours Director myself, I can see it was first class. Clubs function on the hard work of their volunteers and as Kerrie passes on the reigns, I'm sure the incoming team will rise to the challenge for Wangaratta next year. Go Victoria!

Along with a ripper Concours wrap up, we've still got all the regular bi-monthly reports, some Home Workshop submissions which make for a fun read, some personal enthusiast submissions and a great breakdown of the All Triumph Challenge which took place at Winton in August. Thanks to all contributors, without whom, we wouldn't have a magazine at all.

On a final note, I'd like to wish you all a very merry Christmas and happy new year. Please be safe out on the roads, and I look forward to bringing you more TR news in 2027.

CONTENTS

Contacts	2	50th Anniversary Report	9
Editorial	3	Concours Communiques	10
Contents	3	Home Workshop – Wire Wheel Spline Mounting	18
President's Report	4	Mount Panorama Drama	20
Vice President's Report	5	A Tale of Two Triumphs	22
Secretary's Report	5	Home Workshop – Instrument Panel Restoration	23
Membership Report	6	All Triumphs Challenge	24
Historians's Report	7	Canberra Capers	29
Tony's Test	7	NSW Notes	31
Webmaster's Report	8	South Ausrtraian Spotlight	32
YouTube Report	8	Victorian Vignettes	33
		Tasmania Tales	34

PRESIDENT'S REPORT



Ian Cuss

Greetings members!

Another Concours has been won, done and dusted. It was truly a wonderful event celebrating 50 years of the TR Register Australia. I'd like to thank the organising committee and especially all those members that attended and enjoyed the festivities throughout the three days of the Concours and the following days of the After Tour. Well done to you all. It just shows how strong our club is.

Congratulations to the well-deserved trophy winners. It is always gratifying to see the smiling and somewhat surprised winner when their names are announced.

As the year winds down, we have now had our final committee meeting for 2026. A subcommittee has been elected to look at the judging criteria at the Concours as well as the judged classes. Over the last few years, the Road Class has become increasingly popular, while the Originality and Excellence in Presentation Classes have seen fewer members entering. The committee will discuss over the coming months, what needs to change, if anything, to encourage members into these classes. We will also discuss the revamp of our trophies as the big, perpetual trophies we've had over the years are falling into disrepair. It has been suggested we look at a flat shield, so watch this space.

Our finances are tracking very well and keeping at a balance the committee is happy with. If you have any questions, please talk to me or Tony.

In keeping our budget on track and with Christmas around the corner why don't you place an order of spare parts and use them as stocking stuffers for yourself. Ray has a great range of parts and as we all know, parts sales enable the club to continue in a very healthy way. Mal also has in stock lots of good quality second hand parts so give him a call.

It has also been reported that some members are having difficulty logging into the website. If you are, please call Colin to walk you through it and then remember to keep your password in a safe place.

Next year's Concours as announced will be in Wangaratta 22nd to 24th October, followed again by a three-day after tour. There will be a booking form sent out in the next few weeks so please keep a close eye on your emails.

The 2028 Concours will be in Tasmania and will include a Pre Tour AND an After Tour. As information comes to hand it will go on the website or published in *Sidescreen*.

Tracey and I wish you all a Merry Christmas and trust 2027 brings you all good health fortune

VICE PRESIDENT'S REPORT



Rowan Burns

Wow, it's pretty much the end of the year already!

It was fantastic to get together with so many of you in Orange for our 50th anniversary Concours. I thoroughly enjoyed driving to and from Orange and getting to know some of you a little more.

On our way home, we passed the Zig Zag Railway train on Bell's Line of Road. That was a joyful moment appreciating these different vehicles of another era!

A massive thanks to all those organising the event, and to Bob and Mary for the 50th book. Many thanks also to our committee for all of their efforts this year.

I look forward to seeing some members at Mooney Mooney.

Whatever the Christmas holiday season brings for you, I hope that you have a happy and safe time - with lots of enjoyment of your TR!

SECRETARY'S REPORT



Steve Bradford

Another year has passed and our treasures get another year older.
It's encouraging to see that spares sales are steady, all-be-it reduced from years ago. That suggests that our four wheeled partners are on the road.

From a secretarial perspective, it has been business as usual.

As you're aware, we commissioned the production of a car badge to commemorate our 50th year as a club. Thanks to Noel Schmidt for the artwork and David Ferguson for getting the production happening. The uptake has been excellent so keep an eye out for them when you're driving around!

There are a limited number still available. Please contact me if you would like one and we can make that happen. Pricing is still $30 for the badge plus $15 for postage.

For those who indicated that they are able to accept *Sidescreen* in electronic format only, thank you. In the current environment of increasing costs across the board, these initiatives help us keep other costs like parts and membership reasonably steady.

Finally, I hope you all have a great Christmas and festive season and whatever you are doing – stay safe and have fun.

See you in 2027

MEMBERSHIP REPORT



Andrew Pitchford

Plenty of membership renewal activity following the reminder email with Financial Members now numbering 266, but still well short of last year's number of 313. Hopefully the YouTube videos and website photos of the Orange Concours will spur on the remaining 50 odd unfinancial members to renew.

The membership renewal fee remains a very reasonable $50 for full members and $25 for Associates and all new memberships are complimentary for the first year or part thereof. That provides a whole year of social activities, friendship, parts discounts and information through *Sidescreen* magazine.

Annual TR Register membership year expires for all members at the end of June.

As a reminder for those who have still not paid their membership renewal fee the preferred method for payment of your membership fees is by Direct Transfer as follows:

TR Register Westpac Bank Account

Account Name: TR Register Australia
BSB: 032087 Account No: 152432

Please make sure you add your name and if possible, your Membership No. in the description so I can identify your payment.

For those members unable to pay by Direct Debit, payment by cheque or Credit Card is still possible by:

- emailing your Credit card No, Expiry Date and, for security purposes, on a separate email the CVC No. to the Membership Officer (membership@tr-register.com.au)
- or posting your cheque to the Membership Officer

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

New & Rejoined Members

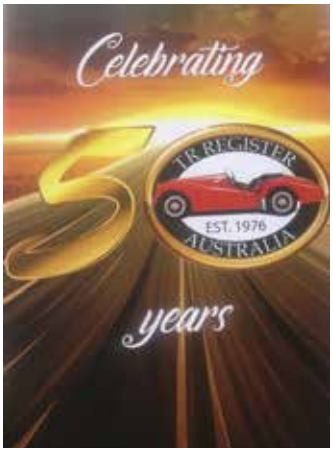
Since the last edition of *Sidescreen*, three new members have joined the Register:

M'ship No.	Member	State	Location	Vehicle
1073	Tim Peachey	NSW	Lavington	TR2
1074	Mark Cooper-White	NSW	Tamworth	TR3A
1075	Don Walker	SA	Goolwa Beach	TR3A

HISTORIAN'S REPORT



Bob Watters



50TH ANNIVERSARY BOOK COVER
BY NOEL SCHMIDT

The book was launched at the Orange Concours and was well received, while books ordered by members not attending the Concours were mailed in the first week of November.

As only 111 copies were pre-sold it was decided to only order a small number to sell at the Concours. Accordingly, an additional 14 copies were ordered. A total order of 125 books, 75 hardcover and 50 in softcover. One hardcover book was given to the TR Register NZ and the rest sold at the Concours.

Following enquiries from members who were unable to secure a copy, the printers were asked about the feasibility and cost of a small reprint of the book. A reprint is possible, but the cost would be higher, there would need to be a minimum order of 20 books and only softcover copies would be printed.

The cost per book for an order of 20 is $37.71. Added to that will be postage and the cost of shipping the books from the printer in Melbourne to my place bringing the price, including postage, close to $60 per copy.

If anyone is interested in obtaining a book, please email me in the first instance at bobtr3@gmail.com.



• IAN CUSS AND BOB WATTERS LAUNCHING THE 50TH ANNIVERSARY BOOK



TONY'S TEST

Question:
Where & When?

(Hint: How many TR's can you fit in an Apple Orchard?)

See page 27 for answer

WEBMASTER'S REPORT



Colin Baldock

The concours is said and done and the organisers can now sit down, relax and have a quiet drink with the satisfaction that they have done a great job. Unfortunately, my TR did not make the trip for a whole lot of pathetic reasons! Congratulations to the winners and all the people that turned up. The quality of the cars was exceptional.

I have tried to capture photos of every car there on the day and have posted them on the concours page. If I missed yours, let me know and I will correct it. If you didn't get to Orange, have a look at the concours page to see the winners and the cars in photos and in video on our YouTube clip which can be accessed on the concours page. Also congratulations to a worthy Club Member of the Year in David Ferguson and his ongoing work in promoting the club through the YouTube clips.

Bob Watters has been pushing the gallery pages so we can get people's stories on the site. Remember, our website is not about selling things or even attracting hits from other places. It is primarily focused on the members and their cars. The good news is I have photos from the last four years of concours and access to many years prior so I will be creating these galleries soon.

The website focus has recently been on getting the latest concours story up and I plan to update some of the previous concours pages to the format I have used for the Orange concours. I will then work on formatting the Gallery page and contents and you will notice those changes. Finally the Home Page is now due for its annual makeover as we roll onto the next concours so that is in the works.

Finally, I hope to put some work in on the Forum to make that functional. I am hoping to get some help on that front because as you can see there is a bit going on at the moment.

If you think I am missing something or just want to give me some feedback send a note to the webmaster@tr-register.com.au email.

Happy TR 'ing!

YOU TUBE REPORT



David Ferguson

Our channel continues to grow.

All of the historic Concours videos have been posted and we have moved onto videos from the 2026 Orange Concours. So far, 4 have been posted and I am working on the last 2. The video of the TRip to Orange has been really well viewed, with about 1600 so far.

It was a lot of fun making these videos, although there was plenty which was not shown.

At time of writing, I have not yet edited the final day of the After Tour, which included our drive around Mt Panorama. Jenny had a bit of a battle on the drive as she held a three-metre extension pole with a camera on top, but the vision was worth the pain! We had three cameras running on the drive, so we are sure to get plenty of angles for you to enjoy.

If you have any suggestions for improvements or for future videos, please put them forward.

If you can, please Subscribe to the channel and when you are watching the videos, click the Like button, so YouTube promotes our Club by pushing it to more viewers around the world.

50TH ANNIVERSARY REPORT



Bob Watters

The year of celebration came to an end with the Concours in Orange, a superbly planned and managed event that was a fitting end to a milestone year. Congratulations to the organizing team of Kerrie & Russell Holliday, Alan & Cherylin Mitchell, Chris Olson & Allison Arnison and Andrew & Jenny Ross.

The Concours program was full of interesting activities but still left plenty of time to socialize with friends both old and new. For most members this, along with the drives to and from, is the reason they attend the Concours. Whilst numbers fell short of the record attendance at Canberra in 2001, the standard of the cars continues to improve, and judging is becoming even more difficult.

One of the surprises of the year was the further development of the Register YouTube channel. The channel has proved to be a tremendous way of promoting the Register not only nationally but internationally. Along with new videos of TRs in action the channel is also home to numerous videos of early Concours that were originally filmed by the late Lyall Copeland and later by Graeme White. David Ferguson has been the driving force behind the channel with other videos supplied by Rowan Burns and Tony Xerri.

The drives to celebrate the Register's first run in 1976 were held 50 years ago to the day of that initial run. In fact, three members who participated in the 1976 run were there again in 2026 in the same cars.

Other highlights during the year were the 50th Anniversary book, the anniversary car badges and the amazing range of Concours themed regalia. It was a year that won't be forgotten in a hurry.



50TH ANNIVERSARY GRILL BADGE



50TH ANNIVERSARY BOOK COVER BY NOEL SCHMIDT

CONCOURS ACTIVITY IN ORANGE



TRS LINING UP AT BATHURST.

CONCOURS COMMUNIQUES

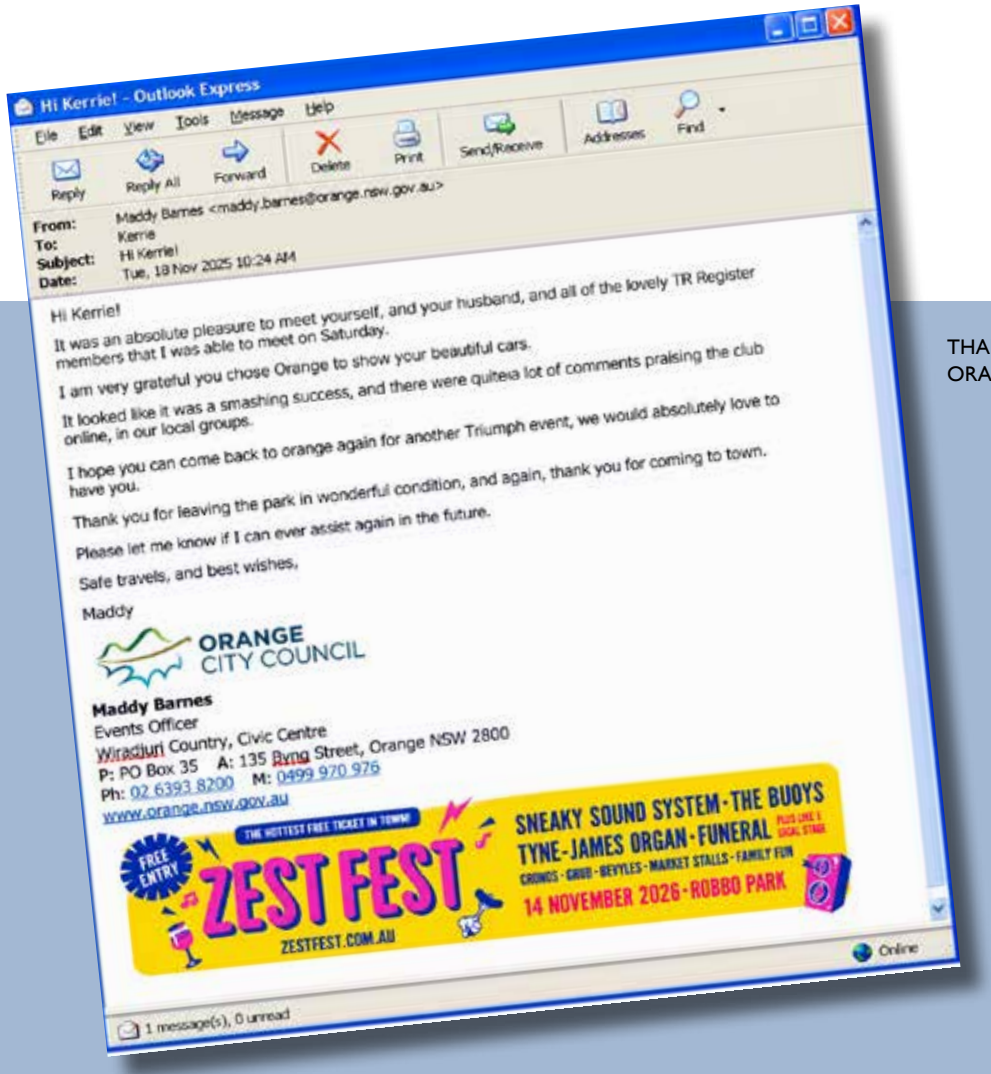


Kerrie Holliday

Well what a simply wonderful Concours and After Tour it was in Orange. The Organising Committee would like to sincerely thank all participants for joining us in this historic celebration of our club's 50th Anniversary. We couldn't have been happier, and it was a huge relief to see the hard work and dedication of the team, all coming to fruition in Orange. The few days before the event were nail biting, waiting to receive the final approval from the police to hold a public assembly at Robertson Park on Saturday!

The launch on Friday night of Bob's most anticipated book was a highlight, as was listening to the stories of the club's early beginnings by John Murn and Alan Mitchell. David Ferguson's metal badges were very well received too, and I believe he still has a few left over for those who haven't already purchased one.

We were blessed with beautiful weather on Saturday which added to the enjoyment of the display in Robertson Park at the centre of Orange city. The 49 sidescreens, a Doretti and other Triumphs looked beautiful in the park setting, with filming and photographing them from the historic bandstand, a bonus. We appreciate all those who were able to present their cars for judging and display. So many others from the community enjoyed the occasion too. Seeing the excited faces of youngsters especially, some of whom had the opportunity to sit in the cars and toot the horns, was heartwarming. Our regalia tent was busy as usual with the team flat out all day, with extra sales of the cloth patches organised by Steve Bradford and the handy shatterproof commemorative glasses given out as gifts at registration. A member of the events team at council, was very impressed also and sent a lovely email following the event.



THANK YOU EMAIL FROM ORANGE COUNCIL.









1. THE CONCOURS AT ROBERTSON PARK
2. INSPECTING THE FIELD
3. CHERRYL & BOB WATTERS WITH PAUL MIDDLETON ON BREAK AT THE CONCOURS
4. KIDS IN TRS









5. OIL DRIP PAINTINGS BY SUSIE WALL, JIM ALLEN & CHERRYLE WATTERS

6. IAN CUSS WITH KERRIE & RUSSELL HOLLIDAY

7. RED TRIUMPHS L-R PAUL BINGHAM, DENISE MCGUIRE & JOHN MCCORMACK

8. VICKI GEORGE GRABBING SOME MERCH FROM CHERRYLIN MITCHELL AND JENNY HICKS

It was great to see so many people wearing their new regalia (some $5,500 worth sold prior and $250 more ordered on the day) celebrating our 50th anniversary.

Saturday's Presentation Dinner was a very happy occasion, handled smoothly and admirably by our MC Peter McEwan. Thank you, Peter. The raffle raised $2,218 for the charity Foodcare Orange. Wow! Thanks to everyone so much who generously purchased tickets.

Congratulations to all the winners of the Concours and to Colin Baldock for the vibrant AV display on the night. Those Go for Gold costumes certainly didn't disappoint in their creativity and flair. Afterwards there was plenty of time to kick back and enjoy the lively entertainment provided by Terry Leonard. The OESC didn't disappoint with their facilities, food and professionalism either.









1. 1ST PLACE ORIGINALITY, BEST TR2 & LAURIE COSTIN PETUAL TROPHY JOHN MCCORMACK
2. 1ST PLACE PRESENTATION, BEST TR3 & MURN MITCHELL PERPETUAL TROPHY PHIL & MAZ TURNER
3. 1ST PLACE DERIVATIVE - CHRIS OLSEN
4. 1ST PLACE PEOPLE'S CHOICE - CHRIS & JACQUI COPELAND













5. 1ST PLACE ROAD CLASS & BOYCE BEETON PERPETUAL TROPHY - DAVID FERGUSSON

6. CLUB MEMBER OF THE YEAR DAVID FERGUSON.

7. EDITORS AWARD ANDREW GIBSON

8. ENCOURAGEMENT AWARD ROBBIE & FIONA WILKINSON

9. MOSS AWARD & PERPETUAL MOSS PISTON TROPHY PAUL SCOTT

10. TRAVELLING TRIUMPHS AWARD STEPHEN & GINETTA ROCHESTER









1. GINETTA & STEPHEN ROCHESTER, JOHN & PAULINE KAY & DAVID PEARCE
2. RAY & SHARON MULLINS
3. KEITH & JUDY BROWN.
4. TERRY & JENNY HICKS









5. ANDREW & MAGGIE GIBSON

6. KERRIE AND JUDI BRADFORD HOLDING A COPY OF SIDESCREEN FROM MANY YEARS AGO

7. JUDY & GREG PARKER

8. THE JENNY CLUB JENNY GAULT, JENNY MOLESWORTH, JENNY HICKS, JENNY ROSS, JENNY FERGUSON, JENNY KNOWLSON

We gratefully acknowledge all those who sponsored the concours for their valuable contributions:

THE AFTER TOUR

The After Tour runs had it all, picturesque drives, yummy lunches and interesting places to visit. We were even given Jaffas to roll down the aisles at Amusu Theatre, but most chose to simply enjoy the nostalgic lollies as we watched the private screening of F1 starring the appropriately named Brad Pitt.

The drive around the Mount Panorama racing circuit was a highlight for many, as were the beautiful Japanese Gardens in Cowra. Our final goodbyes were at historic Abercrombie House where we enjoyed the historic home and shared our last after tour lunch together, before many headed off home.

We look forward now to the next adventures that await with our extended TR family in Wangaratta in 2027. Until then, check out all the photos on the website along with David Ferguson's YouTube videos of the whole event and the anniversary book with Noel Schmidt's beautiful cover. You might even find the TV interviews online of Hugh Maslin, proudly repping his new Orange Concours Register regalia as he said he would, on the inaugural crossing of the new Spirit of Tasmania, as well as Jeff Mount on his return journey too.

Kerrie and Russell Holliday,
On behalf of the Orange Concours Organising Team



THE MOST ICONIC VIEW IN AUSTRALIAN MOTORSPORTS











1, TRS ON THE GRID AT MOUNT PANORAMA
2. ALISON ARNISON, JENNY & ANDREW ROSS, CHRIS OLSON5
3 WARREN & GAIL EVANS WITH JIM ALLEN AT THE RACE MUSEUM, BATHURST
4. JOHN PIKE, ELIZABETH OZOLINS. JENNY GAULT, RUSSELL HOLLIDAY, MT CANOBOLAS L'OUT
5 JOHN & PAULINE KAY

HOME WORKSHOP

WIRE WHEEL SPLINE MOUNTING

For all those with steel magnesium or alloy wheels, move on to the next article!

I have a set of Dayton wire wheels fitted to my 1960 TR3A that I completely pulled apart and then rebuilt. So, as I was driving back from the Maling Road Auto Classico I was slightly concerned when I felt the rear end get very wobbly.

On first inspection, I'd thought the wheel was moving on the spline, meaning the wheel was stuffed making the home rebuild a waste of time and money. Upon closer inspection in my garage, I saw that the spline adaptor had come loose. When I say loose, I mean three of the threads holding the spline adaptor on, were stripped off!

The last custodian (my late father) had used bolts tack welded on the back of the hub. The bolts were possibly not the correct grade, not made very well, and from a far-off land that is not known for their engineering prowess.

The workshop manuals all say to fit the splines along with special double cone nuts and use a hacksaw to cut your wheel studs flush with the nut. That seems like butchery to me, and not the precision engineering I want to hold onto my wheel.

As I have a lot of spares in my garage alongside a Triumph TR4, I expected the front studs from the TR4 would be a matching size. And they were actual wheel studs, not bolts my Dad used or the ridiculous, peened thread stud things Triumph used!

I drilled the threaded holes in the hubs to 12.7mm and pulled the TR4 studs through using the greased nut and washer trick, and it all fitted perfectly.

I greased the hubs, and at the same time, replaced the tube seals and now I have a far safer, well-engineered solution that I can trust.

And it looks good.

All wire wheel users should do this, especially to the rear wheels, as you need to remove the splines to check your brake shoes in the drums.

Neville Turbit



FIG 1: STUDS



FIG 2: HUBS



FIG 3: ENGINEERING YOU CAN TRUST

MOUNT PANORAMA DRAMA

Well at least I can say that I completed one lap at Mount Panorama.

After queuing the car ready for travelling to Abercrombie House, I walked back to John and Pauline in their car behind mine. I was sitting on a low barricade rail, sipping water and talking to them when suddenly I was feeling faint. Not long after I went limp like a rag doll and fell backwards off my perch, only to awaken looking up at blue sky and clouds while Kerrie felt for a pulse and John held my legs up trying to give me a rush of blood to the head. All a total surprise as I had had my annual health checks and bloods done less than a fortnight before coming away!

The ambulance and paramedics were soon on the scene and took me to the Bathurst Base Hospital Emergency Department where they determined that I was a heart case and should be transferred to the Orange Base Hospital where they have a Cardiac Unit. It was a quick trip to Orange and by Wednesday evening all the tests were completed. The following afternoon I had an angiogram and one stent inserted due a blockage in one of the arteries. By Friday afternoon I was ready to be discharged with a new drug regime and no driving for 14 days.

I was very impressed with the care and service that I received from all the paramedics, the Bathurst ED staff, and the Orange Base Hospital ED and Coronary Care Unit giving them top marks in the three surveys I did. My event could not have happened in a better place. I watch a few hospital and ambulance shows on TV and it was a bit like starring in my own show except that there were no cameras rolling.

This event has once again demonstrated what a wonderful club we have in the TR Register Australia, as shown by the care, concern and support members have shown for my welfare and I particularly want to thank:

Alan and Cherylin Mitchell for collecting me from the hospital, hosting me at their home for eight days, delivering me to the airport and for storing my car. John and Pauline, and Kerrie and Russell for being on the scene quickly and assisting me and for the follow up.

Ian and Tracey for looking after my car and taking it back to Orange and the bedside visit the next day.

Hugh, my fellow traveler, for delivering my car to Alan's garage, for taking care of my luggage and for regularly checking in on me.

And those other members who rang or sent messages or enquired of others of my situation.

My recovery is progressing and I am returning back to Orange in late November with Hugh to retrieve the TR3A.

David Pearce



MY ONE LAP AT BATHURST, COMING DOWN THE ESSES



MY (FASTER) BATHURST RIDE

A TALE OF TWO TRIUMPHS

Earlier in the year, I saw an ad for a Triumph TR3A on the TR Register site. The car for sale was previously owned by Frank Marshall and was being sold for Pixie Marshall by Jack Gault, a good friend of theirs.

First of all, I wasn't sure, but I allowed myself to warm to its colour, and from Jack's photos and the video he made for me, I decided that it was probably worth a look. Having bought a car sight unseen earlier in the year, which was a disappointment, I thought an inspection was absolutely mandatory. My wife and I decided to drive to Canberra to meet Jack and Pixie and see what's what.

Despite minor issues with the car, I thought it was worth buying, so I had it shipped to my home on Hindmarsh Island in South Australia and I am enjoying driving it.

Well you might be thinking all of this is a bit ho-hum, but I showed the car to a fellow enthusiast, Don Walker, who lives in Goolwa (across the water from me). This chap is a dyed in the wool MG man, but I directed him to the TR Register website and he spotted a TR3A which was also being marketed by Jack Gault. In the end, Don also bought a TR3A from Canberra through Jack, bringing the total number of widescreen TRs in the Goolwa/Hindmarsh Island area to three. The other car is owned by Bob Jennings who is also a member of the TR Register.

In summary, three TR3As and three Register members in what is really a fairly small place on the Fleurieu Peninsula in South Australia.

Many thanks to Jack for brokering the sales of the two newly acquired cars. Don and I are both delighted with our purchases.

Ian Burman



THE JACK GAULT-BROKERED CANBERRA CARS

HOME WORKSHOP

INSTRUMENT PANEL RESTORATION

You think I would be old enough to understand the adage, "If it ain't broke, don't fix it."

Recently, I looked at the once-wrinkled finish on the dash and thought it could use a little touch-up. I figured I could do it without removing the dash itself. I took off all the chrome nuts on the switches, wrapped them in masking tape, and pushed them back into the mess of wires behind the dash. I carefully masked up the instruments and masked the edge of the dash with paper, making it look like a bucket. I did a little light sanding, then hit it with wrinkle-finish paint.

The finish was less than perfect.

I should have watched a few YouTube videos. I tried to put the switches back but slipped while tightening one with a screwdriver, leaving a big gouge in the paintwork. "No problem," said I. I will do it properly by taking out the dash.

That, my friends, was when I should have walked away. I have owned the car for 50 years and had never wandered into the bird's nest behind the gauges.

Have you seen what a severely tangled fishing line is like? Aside from the tangle, I found a collection of wires for parking lights, all with uninsulated round screw connectors on the end, held together with a bolt.

No insulation whatsoever.

"No problem," said I. I would sort it out. Unfortunately, when you disturb 67-year-old wires, they tend to break. It took me two days to get it all working, including replacing many wires from the loom to the switches, and replacing terminals.
Still not having watched YouTube, I stripped, primed and painted the dash. I should have watched YouTube. The finish is okay… sort of. Better than before but far from perfect.

A few days later, I was talking to my mechanic, who is doing up a custom V8 Pontiac. I mentioned the wrinkle finish. He showed me a panel he had just painted in wrinkle finish, and it was perfect. How? Evidently, one very light coat vertically, then one horizontally. Do one more diagonally and wait until nearly dry before doing the opposite diagonal lightly.

As I said, if it ain't broke, don't fix it.

Neville Turbit



FINAL WRINKLE FINISH INSTRUMENT PANEL

ALL TRIUMPH CHALLENGE IN WINTON

THE SIDESCREEN STORY

The annual All Triumph Challenge (ATC) returned to Winton Motor Raceway in August, once again bringing together an eclectic mix of Triumphs for a day of spirited competition. This year's event was held alongside the MG Car Club as an invited class in the Jaguar Drivers Club's All British meeting – a celebration of British motoring at its finest.

For owners of the earliest Triumph sports cars, the event offered another chance to prove that these classic machines still have what it takes. It also served as a reminder that campaigning a seventy-year-old sports car can be as unpredictable as it is rewarding.

A COMPETITION THAT REWARDS CONSISTENCY

Unlike traditional motorsport, where outright speed determines the winner, the All Triumph Challenge uses a unique scoring system developed by the Triumph Sports Owners Association (TSOA). The format is designed to give every competitor, regardless of machinery, a genuine chance of success.

Following a qualifying session, drivers contest four 12-minute heats. Their fastest and slowest laps are used to calculate a consistency ratio over multiple laps, rewarding smooth, repeatable driving rather than outright pace. Every lap matters, making concentration and precision just as important as horsepower. It was impressive that the overall top ten placegetters were represented by eight marques.

This year's field featured 19 Triumphs, ranging from fully prepared race cars to near-standard road cars. Among them were three entered sidescreen TRs, with two making it to the start line. Queensland competitor Tony Denyer travelled from the Atherton Tablelands near Cairns, to compete after thoroughly enjoying last year's event, while Victorian Steve Duniam drove his immaculate TR3A to Winton, competed all day, and then drove it home again.

STEVE DUNIAM TAKES SIDESCREEN HONOURS

Steve Duniam is relatively new to Triumph ownership, but not to motorsport. His background includes motorcycle racing, hillclimbs and sprints in a Jaguar-powered MGA. Originally entered for the Jaguar Club's Saturday competition, Steve soon discovered (thanks to the ever-enthusiastic Michael "Kippy" Kip) that Saturday was in fact, Triumph territory. *"It was a great day,"* Steve said. "*Everyone was incredibly welcoming.*"

His beautifully presented TR3A remains almost completely standard, meaning it gave away considerable performance to many of the more highly developed cars. That didn't discourage him.

"I've done hillclimbs and sprints before, but this was my first time on a circuit and my first experience with faster traffic," he explained. *"I concentrated on driving neatly and consistently and gradually got quicker throughout the day."*

That approach paid dividends. Steve completed every session faultlessly and claimed the Sidescreen Trophy with an impressive consistency score. His message afterwards was simple:

"We need more sidescreen owners to come and have a go!"



ALL TRIUMPH CHALLENGE TROPHIES



STEVE DUNIAM AND HIS STANDARD TR3A.

TONY AND JOE'S TRYING WEEKEND

If Steve enjoyed the perfect day, Tony Denyer experienced almost everything classic motorsport can throw at you. After an enjoyable drive from Ballarat to Benalla with fellow enthusiast Joe, there was the first hint of trouble. A slight misfire? It'll probably fix itself.

It didn't.

After completing a couple of good runs, Tony was told by the officials that smoke was trailing from the car. Oil pressure and temperature appeared perfectly normal, but the moment he returned to the garage the problem became obvious - a substantial oil leak, complete with a sizeable puddle beneath the TR. Fortunately, the leak developed after leaving the circuit, avoiding any interruption to the meeting.

The Triumph community immediately sprang into action.

"People came from everywhere," Tony recalled. "One arrived with tools, another with a trolley jack, another with jack stands."

Even the RACV became part of the story - something few people expect to need at a race meeting. The culprit proved to be a displaced O-ring on the oil filter housing. Once it was reseated, Tony was back on track, although the lost track time meant he was no longer eligible for the Sidescreen Trophy.

Sunday provided better fortunes. The TR performed well, Tony's confidence continued to build, and the new Avon tyres impressed throughout the morning. Deciding discretion was the better part of valour, Tony packed up early and headed home.

Unfortunately, the adventure wasn't over. After reaching Kyneton and stopping for fuel and lunch, the minor misfire returned, this time with much greater determination. Before long the TR was limping along on only two or three cylinders, a sound familiar to many sidescreen owners. The car struggled as far as Daylesford before another call to the RACV became unavoidable.



AN OPTIMISTIC TONY DENYER

TONY'S TEST ANSWER:

The 2010 Ken Copeland Memorial Weekend, Harcourt, Victoria.

A flatbed transported the faithful Triumph back to Ballarat, where the local mechanic systematically replaced components until the real culprit emerged: a faulty electronic ignition module.

With that replaced, the mighty machine was back to full health. Despite the dramas, Tony remains enthusiastic. He'll be back in 2027.

Congratulations go to the TSOA Victoria team, together with the MG Car Club and Jaguar Drivers Club, for delivering another memorable event. Special thanks go to the ever-enthusiastic Michael Kip and the tireless Lindsay Byrne, whose efforts ensured the meeting ran smoothly despite a few inevitable challenges.

There's now only twelve months until the next All Triumph Challenge. If you've got a sidescreen Triumph tucked away in the garage, perhaps it's time to dust it off. The trophy, and the camaraderie, are waiting.

Bill Revill, Steve Duniam and Tony Denyer



A LESS OPTIMISTIC TONY UNDER THE CAR.

CANBERRA CAPERS

Well, another great Annual Concours event in Orange this year, of course the highlight being the renewal of old friendships.

As far as our local participation went this year Peter and Gayle McEwan were the standouts, with Peter being the MC for the presentation dinner, a job I feel sure he will be offered in the future. Graham and Claire Brohan presented their TR3, the only Canberra car on show. We and the McEwan's travelled in everyday comfort.

Jenny and I took part in the three day after-concours tour, which was most enjoyable, although I felt harshly judged in Carcoar (as you can see from the attached photos!). Our heartfelt thanks to the organizing team.

Graham and Claire left Orange on Sunday morning, stopping at Milthorpe for breakfast and a look around town. Then via Blayney to Trunkey Creek pub, and on to Tuena staying overnight at the historic Goldfields Inn, along with the Goodalls, the McEwans and Paul Scott.

The Inn has been closed for 12 years and after a four-year restoration has just reopened and they were the first group to stay in the just completed accommodation, with newly opened kitchen providing dinner and breakfast.

Finally, the Terribly British Day will take place on 6th December at Queanbeyan Park. Entry is $5 per car (next to the tennis courts) and public entry is free.

Enjoy your Christmas cheer.

Jack and Jenny Gault



TUENA TRS L-R PAUL SCOTT, GAYLE AND PETER MCEWAN, GRAHAM AND CLAIRE BROHAN, LESLEY AND TERRY GOODALL



THE HANGING JUDGE, JENNY GAULT, AT CARCOAR COURTHOUSES



IAN MOSS PRESIDENTIAL PONDERINGS

NEW SOUTH WALES NOTES

After a very busy Concours month, it's time to think about our end of year celebrations and start planning for next year.

We have a new venue for our Sydney and surrounding members for the upcoming Christmas celebration, The Log Cabin in Penrith. It's very close to the previous venue so it should be easy to find, with a dedicated carpark, accessed via boom gate.

The Log Cabin sits right beside the beautiful Yandhai River Crossing, a striking 200 metre pedestrian bridge linking both sides of the Nepean River and providing spectacular views down the river and lower mountains. The Log Cabin is very popular, so why not park early and take the short stroll across the river for a coffee at either the Laughin' Boy Café in the 1908 former Police Cottage, or Emu Hall, operating from the 1825 historic home of James Tabias. Then simply stroll back across the bridge to meet for lunch on the balcony of the Log Cabin. Or for those seeking something more active, the crossing forms a key link in the 6.4km Nepean River Loop. It takes around 1½ hours to complete at a steady pace, but it's all completely flat and paved… Just saying?

International Drive Your Triumph Day returns on Wednesday 10th February.
We have planned a scenic drive into the Blue Mountains with lunch at Hillbilly Cider Shed in Bilpin, serving Neapolitan style pizzas made on site in their wood-fired oven. A great place to chill out overlooking the orchard, sample some cider (alcoholic or non-alcoholic), or purchase some to enjoy later at home.

Next year we will be asking for assistance to plan and organise some of our runs, so if you have fresh ideas, perhaps from runs you've been on with other clubs, please let us know. More specific details will follow by email.

As the year winds down to a close, we wish you a very happy and safe Christmas and look forward to more adventures together in our beloved little historics.

Kerrie Holliday



VIEW FROM THE LOG CABIN BALCONY OVERLOOKING THE YANDAI RIVER CROSSING.

ACTIVITY	DAY	DATE	TIME	LOCATION	ENQUIRIES & IMPORTANT INFORMATION
Coffee Morning	Wednesday	2nd December	10am	Pie in the Sky, Cowan	Andrew Ross: andrew@tr-register.com.au
Coffee Morning	Wednesday	2nd December	10am	Tathra Pub	Bob Watters: bobtr3@gmail.com
Auto Brunch	Sunday	6th December	10am	St Ives S'ground	See www.nsscc.com.au
Coffee Morning	Wednesday	9th December	10am	Tathra Pub	Bob Watters: bobtr3@gmail.com
Christmas Celebration	Sunday	13th December	12noon	The Log Cabin, Penrith	This is a new location on the Nepean River. Bookings essential to Kerrie by Wednesday 9th December at kerrieholliday@hotmail.com
Lunch	Wednesday	16th December	12noon	The Wilton Bingara Gorge Golf Club	Jenny Hicks; hicksjenny50@gmail.com
Coffee Morning	Wednesday	16th December	10am	Tathra Pub	Bob Watters: bobtr3@gmail.com
Coffee Morning	Wednesday	23rd December	10am	Tathra Pub	Bob Watters: bobtr3@gmail.com
Coffee Morning	Wednesday	30th December	10am	Tathra Pub	Bob Watters: bobtr3@gmail.com
Coffee Morning	Wednesday	30th December	10am	Various	See TSOA NSW website or John McCormack: huon_24@bigpond.com
Auto Brunch	Sunday	3rd January	8am	St Ives S'ground	See www.nsscc.com.au
Coffee Morning	Wednesday	6th January	10am	Tathra Pub	Bob Watters: bobtr3@gmail.com
Coffee Morning	Wednesday	6th January	10am	Pie in the Sky, Cowan	Andrew Ross: andrew@tr-register.com.au
Coffee Morning	Wednesday	13th January	10am	Tathra Pub	Bob Watters: bobtr3@gmail.com
Coffee Morning	Wednesday	20th January	10am	Moses Barnes, Picton	Jenny Hicks: hicksjenny50@gmail.com
Coffee Morning	Wednesday	27th January	10am	Tathra Pub	Bob Watters: bobtr3@gmail.com
Coffee Morning	Wednesday	27th January	10am	Various	See TSOA NSW website or John McCormack: huon_24@bigpond.com
International Drive Your Triumph Day	Wednesday	10th February	10am	Meet for coffee at Maldini's by the River, T9/78-88 Tench Ave, Jamisontown	Followed by a scenic mountain drive to lunch at Hillbilly Cider, 2230 Bells Line of Road, Bilpin (cnr of Johnson's Rd) Bookings to Kerrie by Sunday 7th February at kerrieholliday@hotmail.com

SOUTH AUSTRALIAN SPOTLIGHT

Sadly the SA report will be brief this time. Better than the last which I missed all together. Apologies for that to SA members and all.



DAVID O'LOUGHLIN, RON CORSO, GEOFF BILLS, DAVID WILSON, TONY CASE, PEDER VAN LOEWE, DENNIS HAWKINS, NOEL SCHMIDT

We have not been terribly active, thanks mainly due to my lack of time to fit everything in these days. We did have an outing on Wednesday 30th September when several of us got together and drove to the township of Charleston in the Adelaide Hills to take part in a commemoration of the Lobethal Grand Prix circuit in Adelaide Hills.

The Lobethal Grand Prix was raced in 1938 and in 1939 the 14-kilometre street circuit was the venue for the Australian Grand Prix, won by Allan Tomlinson in a supercharged MGTA. We all got to drive two parade laps of the 15km circuit, following that a good lunch was had at the Charleston Hotel.

It was a great day with many fabulous old historic motor vehicles in attendance, including the remarkably original 1927 Bugatti Type 40 (chassis #40443) 2-seater 'convertible coupe' with body by Bryan & Malone in Perth, as seen in the attached photo (with our slate of TRs hiding in the background!).



LOBETHAL GRAND PRIX CELEBRATION WITH 1927 BUGATTI TYPE 40 AND TRS IN THE BACKGROUND

I've come to realise that I could do with some assistance occasionally with planning and promoting local events. I would be happy to hear from anyone with a bit of time to spare.

I must say here that when you put in effort to provide something that should be of interest that it knocks you down when only the same old crowd shows up. No disrespect to these people by the way, I love your dedication, enthusiasm and friendship. Perhaps can SA members individually contact me with ideas about what they may like to see happen? One thing I have thought of is perhaps a tour to southeastern South Australia or Western Victoria to meet up with a group from Victoria. I'd love your thoughts on this.

In closing, may I wish all TR Register members a very Merry Christmas and a happy and prosperous New Year.

Geoff Bills

VICTORIAN VIGNETTES

With the recent focus of many Victorian members being the preparation of cars and attendance at the Concours at Orange there has not been much time for many other activities except for our regular coffee mornings at Morack Golf Club and dinners at the Wheelers Hill Hotel. These have continued with good attendances, particularly recently with the telling of great exploits from those who attended the Concours and After Tour being of great interest.

Multiple flat tyres, a broken windscreen and faulty alternators have received widespread sympathy whilst the great success of the event has been universally acclaimed. The efforts of those who organised the event and after tour have been particularly lauded. The trials and tribulations experienced in undertaking such a venture are not for the faint hearted and thus greatly admired.

Fast approaching the close of 2026, we only have a limited calendar of events remaining as noted below:

Emails with details will be forwarded to Victorian members once details of the Christmas lunch are locked in. Suggestions for future runs, day trips, coffee mornings or alternative activities would be most welcome for the coming year 2027.

As this will be the last edition of Sidescreen before Christmas on behalf of the Victorian members I'd like to wish all all our sidescreen TR friends throughout Australia and elsewhere a very happy Christmas and the very best of health and TR enjoyment in 2027.

Andrew Pitchford

ACTIVITY	DAY	DATE	TIME	LOCATION
Coffee Morning	Friday	27th November	10.30am	Morack Golf Club
Christmas Lunch	Combined event with TCCV TBC	12th December	TBA	TBA

TASMANIAN TALES

With five cars intending to attend the Concours in Orange, considerable work was being done to ready the cars for the trip up north. David Pearce meticulously put his TR3A back together after painting, and Hugh had the TR2 up on the hoist to tighten the sump and clean the undercarriage. He even removed the wheels and guards for cleaning. Martin Osbourne rebuilt the gearbox, cleaned the radiator and unfortunately had to take a dent out of the hardtop (apparently the garage roof wasn't high enough for the lift!) and other cars were serviced and ready to go.

However, sometimes things don't go to plan. Martin and Daphne had to pull out at the last minute when Martin's back become an issue. Heartbreaking given all the work put in. We can report that he has recovered and went on the Triumph Owners run to Eagle Hawk Neck while we were at the Concours.

Stephen and Ginetta in the TR3B left earlier to go to the TSOA meet in Toowoomba first (earning them the Travelling Award), leaving Hugh, Jeff (in the TR3A) and David to meet outside Launceston to travel to the ferry together. It was the second last trip the Spirit II sailed to Geelong, and I will be sorry to see it retired. I got used to going to the 10th floor which and having a pizza and drinks before bed.

The docking in Geelong was delayed an hour or so due to fog, confirming our decision to avoid the Melbourne-bound commuter traffic. The fog lifted by the time we had got to Bacchus Marsh which made potholes easier to see, and our speed was very much dictated by the poor state of the road which didn't improve until we arrived at the Hume Highway.

Eventually we arrived at Holbrook where the Kayes in their TR3A were already waiting for us. John recently had rack and pinion steering installed, however, it still had significant play, limiting our speed on the drive to Orange. On the way David had a breakdown – a story for another day. Unbelievably lucky!

But what a great concours, meeting the high standards of organization of previous years. A clear highlight was the launch of Bob Watters' book "Celebrating 50 Years" and the explanation by the founding members John Murn and Alan Mitchell. I wonder how many clubs have such an interesting origin.

Whist Jeff left early, David and I joined the After Tour where two things stood out to me. Firstly, that we broke up into groups, which worked well despite some drivers overstaying their time. Secondly, the drive around the iconic Mt Panorama circuit. You really don't appreciate the complexity on TV. Unfortunately tough, David had an incident at Bathurst which is told elsewhere in *Sidescreen.* Needless to say, he passed us on the way back to Orange in an ambulance, possibly his maximum speed for the trip.

We would have had three cars on the inaugural sailing of the Spirit V, however Stephen and Ginetta elected to take the $500 offer to sail the next night, presumably to make way for expanded official party. Jeff and Hugh lined up to get on the ferry a little early and watched the endless interviews on both the shore and again on the ferry. Hugh even appeared on the Channel 7 News having known one of reporters. The new Spirit V is impressive much bigger than its predecessors and very spacious accommodating around 60 percent more cars. However, one piece of advice… If you are thinking of saving money and using a chair, DON'T!

In other news…

David displayed the Peerless GT at Longford Rotary Car Show and swap meet on 14th November. The swap meet part was well down on previous years and the highlight was the four restored Velocette Thruxton motorbikes.

Kevin Robson's shed now has cars in it.

Mike Sullivan has replaced the head gasket on the 'Special' and it is now on the road.

The Tasmanian members have formally requested to run the 2028 Concours. It's very preliminary at this stage but it is proposed to include a pre-Concours tour from the ferry to Hobart, down the northwest and west coast and a post-Concours tour up the east coast via Launceston to the ferry. Phil and Maz Turner have offered to run the tours.

Future Events

22nd November	**Franklin House Car Show, Launceston**
24th 29 November	**Hugh & David's trip to Orange to retrieve David's TR3A**
13th December	**Shannons Classic Car Charity Run, King Street, Campbelltown.**
	Donation of non-perishable food to the Salvos
10th February	**Drive Your Triumph Day. Likely east coast destination**



DAVID'S PEERLESS GT LONGFORD CAR SHOW


SIDESCREEN
www.tr-register.com.au