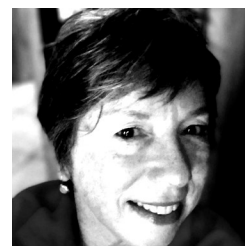

Sidescreeen



JOURNAL OF THE TR REGISTER AUSTRALIA
NO. 130 DECEMBER 2023 - JANUARY 2024



INSIDE *Issue 130*



From the editor

The end of 2023 is nigh - as are the summer holidays. Before the new year starts is a great time to reflect on the one that's nearly done.

One thing to reflect on is the outcome of the recent Member Survey (page 16). They will give you plenty to think about.

Are you keen to be more engaged in club activities? Do share your suggestions with your state coordinator or a committee member.


2024 is already looking like it will be busy. Don't forget to mark these in your calendar:

- **National Concours**, Canberra, 1-6 November
- **Drive Your Triumph Day** 10 February

The new website will be launched soon - making it easier to find articles of interest and club activities. Read more on page 8.

When you are out on the roads over the Christmas - New Year period, do take care. Enjoy the company of good friends and family over the festive season.

Best wishes

Mary 

& Scout

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PRESIDENT'S *message*

As I reflect on the approaching end of 2023, I feel that it has been a very good year for the TR Register and our members. Each state has renewed their activities and events. Earlier in the year we had the 100th anniversary of the Triumph marque with activities in many states and a large gathering at the Mt Panorama circuit in Bathurst. In September many members had a fantastic time in Stanthorpe and Ballina (and on the trip there and home for those who had a distance to drive).

Thank you to those members who gave an enormous amount of time to organise and run these events.



2023 Member Survey outcomes



Thank you to all the members for the tremendous response to the survey. Over 200 responses shows a majority of members have a deep interest in the club.

Overwhelmingly the survey showed a very positive experience for the vast majority of members, and some good food for thought for the Committee to work on.

The demographic makeup of the Register is a common topic of conversation. As many would have expected, the survey showed that broadly the membership is a few years older than it was at the last survey. I was a bit surprised as I felt that a lot of the members who have joined in the past four or so years were younger but it appears that our newer members are in the same demographic as the existing ones.

There isn't much we can do to change this aging process (if you know the secret please share it). One of the ideas raised is to encourage a succession plan - where the next generation in the family or friends take on the car when the current member needs to pass on custodianship.

I've just turned 70 and I note from the survey that about 40% of the members are younger than me. When I'm with other members at coffee or on runs I think I'm usually one of, if not the youngest there. Clearly, many younger members are not regularly attending events.

When I was NSW state coordinator, I would plan events over weekends and still didn't get younger members. The same people attended as would have done on a weekday

but not as often. I don't think it is simply a matter of having events on weekends to get younger members to attend.

It is to be expected that younger members are, like I was before the kids moved on in their lives, more devoted to family and other matters than to enjoying the social life such a club as ours provides. I'm also a member of TSOA and I see at their events the same demographic as we have, mainly members over 60 or 70 and largely retired. Maybe it is just a fact of life for us.

An idea might be to encourage members to bring those who might assume custodianship of their car to the Concours. Our youngest son who will take on our BRG TR2 in due course has attended a Concours with me and usually takes the car to the All British Day. He has got to know a few members and if we had a number of younger people attend the Concours it may help build relationships amongst the next generation.

Website development



The survey also shows members' disappointment with the state of our website.

The Committee does understand and, as has been noted in previous Sidescreen articles, has been working on the website and database very actively. Albeit all the work has not provided any visible progress for members.

The old database contains all the records of our membership, past and present, and the history of the cars so it needed to be protected and made suitable for use in our new website.

Unfortunately, technical issues had to be resolved before we could make any visible progress on the website itself. In particular, the old database couldn't be fully

accessed to copy it or transfer it to another system. It was housed on old laptops, so it became the priority.

Luckily for the Register Ross McLeod has database skills and he volunteered to take on the Webmaster job. Ross deserves great credit for the time and effort he has spent trying to sort this complex issue out.

The Committee did look at creating a new off the shelf website while Ross did this work. We decided not to as it would have taken Ross away from the primary work and we still needed the database to achieve all we wanted from a new website. Similarly, the old website had collected a great number of software issues and doing simple changes like adding photos or advertisements was very time consuming. This isn't the best use of Ross's time and expertise, so again it was better to let him continue with upgrading the website and database.

The good news is that after all this behind-the-scenes work, Ross and Colin Baldock have started populating a new website. The intention is for the Committee to decide on the status of this website in December and, if it is ready, go live to the members in the new year. We are very hopeful we will have a new website ASAP.



Concours attendance

The survey also revealed the concerns of members who hadn't been to a Concours, or had been and found attending their first Concours event difficult.

It is always going to be a bit daunting coming to such a large gathering where many people already know each other well. New members will clearly feel the barriers to joining in with the established groups of friends.

Sidescreen articles have encouraged members to help new comers settle in. At both Merimbula and Stanthorpe events, seating plans at the presentation dinner were

arranged to mix new-comers and seasoned attendees.

We clearly need to do more. Encouraging more members to join in the regular events

might help when it comes to the big ones like the Concours. Joining in a small group like a coffee morning or local run is a lot easier than one with 150 people. That is something we can all work towards.



New member involvement

If you know of a new member - invite them to a coffee morning or local run. If you are a new member, contact your state coordinator or a member living near you to find out the best way to join in.

Creating more regional chapters, like we have on the NSW Sapphire Coast would also be a way of integrating newer and/or inactive members. Bob Watters mentions this in his Secretary report in this issue of Sidescreen. We just need members to make it happen, the Committee and coordinators aren't able to cover all of their large states for every activity.

That is enough from me for this issue. Sue and I are very much looking forward to the NSW runs in the remainder of 2023 and 2024.

All the very best wherever you are.

Get the TR out as often as you can.

Cheers

John McCormack
**President | TR Register
Australia**



VICE PRESIDENT'S *Report*

Ian
Cuss



Season's greetings to you all.

As the year comes to a close I trust we are all getting ready for the big fella to deliver some great gifts to all of you that have been good this year.

Thank you members

I would like to thank everybody who completed the recent member survey. It was an outstanding result with positive comments all-round. The committee and state co-ordinators will endeavor to analyse the remarks, and address suggestions with strategies to implement as much as we can.

Trophy history

At the Stanthorpe Concours it was brought to our attention that nowhere is there any history of the Trophies that are presented on the weekend. It was a great suggestion to address this. So over the few *Sidescreens*, I will explain each perpetual trophy's origin, along with the other trophies we present.

This edition: **Best TR3 White Walker Trophy**

Research tells me this trophy came about by Graeme White and the late Roger Walker approached the then President, Geoff James, at Echuca Concours in 2013. Graeme and Roger explained that the Laurie Cousin Best TR 2 trophy should be accompanied by a Best TR3 trophy. The committee agreed.



As Graeme and Roger instigated it, and in recognition of their involvement with TRs - Graeme authored the book *Triumph Sidescreen TRs* and Roger loved TR3s - it was deemed a fitting tribute to these members.

This trophy was first awarded at the Canberra Concours in 2014, when the Best TR3 was awarded to Peter Mc Ewan.

In the next edition: **Murn/Mitchell Trophy**

Tracey and I wish you all the very best for Christmas and trust 2024 will bring each and every one of you joy, happiness and good health.

Merry Christmas

Ian Cuss | Vice President

Correction 2023 Stanthorpe Concours Results

In Sidescreen #129, there was an error in the reference to this trophy in the published results. Following is the correct entry.

Graeme White/Roger Walker Perpetual Trophy, Best TR3 won by Paul Bingham.

BIRTH CERTIFICATES

Need a birth certificate for your car?
Contact Bob Watters, Secretary
(contact details page 2).



A terrific response to the Member's Survey with over 200 responses: 60% of the membership. Marketing people are excited with a 20% response, so thanks to all the members who participated. The results are published on page 16.



An area of interest was the split between metropolitan and regional members, based on the responses, 50% for each group. The membership is spread across all states and territories except the NT with a Coordinator in each. These volunteers have the difficult task of organising activities for their state that will be of interest to members. Naturally these events are centred around the locations with the most members. Not surprisingly there were comments from regional members that there were no events close to their location.

I can relate to this situation as Cherryle and I relocated from the Gold Coast to the far south coast of NSW nearly eight years ago. There was one member close to our new location but obviously the opportunities for events was drastically reduced. We decided to join the local car club which provided regular runs in the local area. Some time later Rick Fletcher and I (with the support of the committee) formed the Sapphire Coast Chapter of the TR Register.

This is a social group with enthusiastic owners of Sidescreen TRs and other (non TR) classic cars who meet weekly for a coffee and chat as well as drives around the Bega Valley. There are now five Sidescreen TR owners in the area and another six within two hours' drive. Additionally, many members travelling through the region have attended the weekly catch up and several TTs have included the area in their itinerary.

It is unrealistic to expect every regional area to create a local chapter however there are bound to be opportunities in some areas. For those members looking to join in a Register run, why not contact the State Coordinator with a suggestion to organise a run in their local area? Offer to assist with the planning with local knowledge providing points of interest known only to locals. Regional members should also consider joining their local car club to get their driving fix and spend time with other enthusiasts sharing a common interest.

The best way to generate interest in our cars is to use them. Seeing members out enjoying their cars is the best publicity for the club and can possibly attract new members.



A couple of other interesting points from the survey:

- Question 4 asked if there were TR Register events close to your location. 58% of respondents answered: **Yes**.
- However, when asked if you regularly attended these events, 70% of respondents answered: **No**.

This is the real challenge for the club: how to turn inactive members into active ones?

Bob Watters | Secretary



Source: <https://www.britannica.com/place/Canberra>

SAVE THE DATE Canberra Concours **1-6 November 2024**

1 November	Registration
2 November	Judging of cars and display Presentation dinner
3 November	General Meeting
4 November	Free day with optional drives
5 November	Melbourne Cup lunch
6 November	Farewell lunch



Many of you are interested to know what is happening with the club website. A lot of work has been going on in the background improving the way the website works so that it will be easier for members (and potential members) to engage with the website directly.

New website

Content of the new website will be driven by the members. This means you will be able to:

- submit articles
- create your own advertisements [For Sale/Wanted]
- create events
- manage your own details, and
- process your membership renewal online.

Contributors will be able to upload both text and photos.

Why the change?

The way the current website works, managing content uploads is onerous - both in terms of time and difficulty. This is made more challenging due to the volume of uploads and reliance on one person to do it. In addition, the website does not provide adequate security and access for members.

How will it work?

Details of how to log in and use the new website will be provided. In broad terms, members will be able to create content and add it to the site themselves. This will then be 'approved' and 'published' by a webmaster team. Approving will mean checking content for appropriateness (Guidelines to be provided).

Who are the approvers?

A group of webmasters are authorised to approve articles and advertisements. This team comprises Colin Baldock (SA), Ian Wall (NSW) and me.

Events will be approved by state coordinators (listed on Page 2).

When will this happen?

Members will be notified when the new website goes live in the new year. There will be a range of ways you will be able to find out how the new website works. These will include:

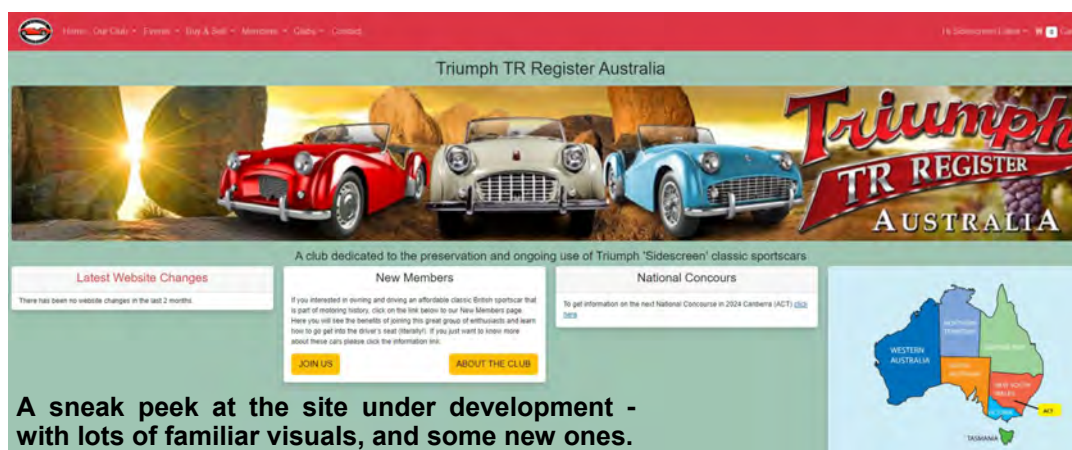
- A Zoom presentation and Q&A session about what the site offers [date TBA]
- A demonstration of how to log-in and navigate the site [recorded, made available]
- "How to" guides - provided on the website

Member support

This will enable you to contribute to the club more actively and interact with others. We will provide more information and member support for using the new site.

This will be a great step forward for the club and for you as members.

Ross McLeod | Web Master



'Road registered as 'SRW 992', this Triumph was one of three TR3s entered by the 'works' to tackle the Alpine Rally held in June of 1956. Driven by Tommy Wisdom and with his daughter Anne navigating, the pair assisted Triumph in winning the team prize as well as a much-coveted Alpine Cup.



Later in '56, 'SRW 992' was again entered by the 'works' for French driver Annie Bosquet to compete in the Swedish event, The Rally to the Midnight Sun – with co-driver Jo Ashfield, the TR3 finished 13th in class.

During the winter of 1956/57, the Triumph competition department upgraded 'SRW 992' to the latest disc brake specification ahead of dispatching the car to the United States of America for the sixth running of the now popular 12 Hours of Sebring. Entered as car number 33, the TR3 would be driven by Mike Rothschild and Robert Johns. [Initially the car was slated to be driven by R.E. (Bob) Drake & Ken Richardson]. 'SRW 992' would form part of a trio of TR3s entered by Triumph along with sister cars 'SRW 991' (car number 34) painted white and 'SRW 410' (car number 70) painted cream with a red roof. There are numerous photos of the trio lined up before the race contained in the TR3 book by Frederic Reydellet). Rothschild and Johns finished the race very credibly with a second place in class GT2.0.

Following the success at Sebring, all three cars were shipped back to England and sold off. 'SRW 992' would then enter new ownership and was used in competition and as a road car before passing into the hands of a Triumph enthusiast in South Yorkshire. In 1996, TR Historian Bill Piggott was visiting Yorkshire to look at a TR3A for sale and parked next to it was 'SRW 992'. Needless to say, Piggott left with 'SRW 992' rather than the '3A. Requiring a full rebuild, Piggott chose to return the TR3 to the same spec in which it completed the Alpine Rally in '56. Piggott used 'SRW 992' until 2006 when he sold the car to the current owner who had been looking for something with either a race or rally history.

The new owner had a desire to race 'SRW 992' and so decided to re-install the front disc brake set-up as it had raced at Sebring in '57. Respected Triumph preparers TR Enterprises of Nottingham were entrusted to do the work and the engine was improved at this time to incorporate an uprated camshaft, gas-flowed cylinder head, steel crank and forged pistons. Further improvements included an uprated competition clutch, a straight-cut gearbox, overdrive and lightweight aluminium panels.

In 2010 following these improvements, 'SRW 992' was entered for Plateau 3 at Le Mans Classic – a personal highlight for the owner. Other notable race meetings that 'SRW 992' has entered include the Goodwood Revival, Goodwood Members Meeting and victory at the Grand Prix Historique de Bressuire.

[Sourced from an auction site]

RESTORATION STORY *coming soon*



A story to look forward to ... Queensland member Ken Le Mesurier's TR2 restoration.



ROB ROY *Hill Climb*

The TCCV, TSOA and TR Register were invited by the MG Car Club to contribute cars to build a timeline, celebrating 100 years of Triumph on 19 November. The MG Car Club did likewise and between the clubs, put on an amazing display showcasing the development of the marques through all the years. David was instrumental in TSOQ and TR Register involvement.

Triumph displayed 29 cars from a 1939 Dolomite and 1947 1800 Roadster through to a 1981 TR8. MG displayed approximately 50 unique models from a 1929 M type through to a 2023 MG4 EV. Not being an EV fan, it's hard to reconcile having "golf carts" lined up with great classics that just sound right, smell right and go right! Sorry if I have offended you - call me old fashioned!

In addition to our display cars, we had quite a roll up of Triumph classics to join the car display in the car park. In fact, the car park had an amazing variety of classics from old Alfas and a Renault Alpine, to Rolls Royces and AC Bristols. It was well worth spending time just strolling through to check them out.

About 80 cars entered the hill climb, including a Triumph TR8 and plenty of MGs. The track itself is quite short and steep, with most cars completing in under 30 seconds. It was so much fun watching these cars screaming all the way up the hill and entertaining the crowd.



John Lakeland's
1939 Dolomite



Graeme Johnston's Triumph 1800 Roadster



David Orchard's 1954 TR2 Long door race car

Some great classic cars were involved including MGs, a Bugatti, Elfins, TVRs, Mini Coopers (old and new), a March, a Caterham, an Ausca, an E Type and some more moderns such as a Subaru WRX. It was interesting to note the mix of drivers from "typical" old blokes in old cars to young women and men and even a couple of "older" women. It was an event for all ages!



The MG Car Club produced a special 100th Year cake to mark the occasion as well.

Thank you to all of our members who provided their cars for the timeline display and for those that came along to spectate. Your efforts certainly were appreciated by everyone on the day, so much so that we have been invited back to their March 2024 event!!! That's their "Revival" event where everyone gets to play "dress ups" for the occasion. We will let you know in due course, if we take up their offer.



More images from the event.



Photos provided by David Ferguson.

UNIQUE NZ TR Cars?

Cheryl & Daryl have just returned from a great holiday in New Zealand. Before going they attended the regular Wednesday Pie-in-the-Sky TR event in Cowan and made mention of the trip. John McCormack suggested they try and catch up with Frank Cleary who was in the final stages of restoring his early long door TR2 TS767 built in March 1954 (2nd TR ever built – one of two SPOs Speed Models). They did, and here's Darryl's recount.

We have met Frank and his wife Anne at several Australian concours; the most recent being in 2023 in Stanthorpe. I'd been in contact with Frank during COVID-19 regarding his article in Sidescreen No.117 - Oct/Nov 2021.



Because my 1954 Austin Healey BN1 was assembled at the same time, I too had been trying to retrace the equally unique assembly history of my Healey towards its originality restoration. An early Healey prototype was first displayed at the same Earl's Court Motor Show in the UK. What caught my attention was that they both had the same unique square red Lucas tail light configuration.



As Anne was in Australia visiting family, we met with Frank on the wharf of the beautiful Auckland seaside township of Davenport. Frank took us to see the progress he was making with his own long door TR2 TS767 renovation. And I thought David Chapman's long door TR2 originality was perfection personified? I cannot wait to see Frank's completed renovation now the black body is back on its chassis.

During the course of our discussions I mentioned two fellow NZ TR Sidescreen enthusiasts (Andy Frost & Lindsay Mayo) who I had become close friends with during a lengthy consulting assignment in Wellington NZ in 1977-79.

I had transported my TR3 to NZ but had problems finding parts there. Their local TR parts distributor no longer held parts, just as happened in Australia. I made contact with John Murn in Australia who suggested that NZ consider establishing some form of a TR Register for the same reasons. Hence, the probable initiation of the NZ TR Register?



I was still in contact with Andy and knew he had sold his white long door TR2. But for 25 years I had been unsuccessful in reconnecting with Lindsay who I understood had moved to Auckland during the GFC crisis. Frank had kindly located Lindsay's old landline number which we proceeded to call. Amazingly Lindsay answered.

Lindsay & I made immediate plans to get together the next day. At his place we excitedly caught up with him, his lovely wife Rayleen and the last 25 years of our lives.



We eventually found our way down into their garage to uncover his 2 remaining TRs (TR5 & TR3).

Coincidentally in the same Sidescreen No. 117 there was another interesting article written by Brien Reid (Vic) about the 120 Australian CKD TR3 DTR cars.

Photos provided by Darryl Dobe.

Batch No. 3	Our TR3 No: 31 & Brien's No.32
Batch No. 6	Allan Wright's TR3 No. 61 (now owned by John McCormack).
Batch No. 1	Included a mysterious TR3 No. 3 DTR 8862 with just NZ? Recorded against it

You guessed it, Lindsay has been the proud owner of TR3 DTR 8862 No. 3 since 1970 – with overdrive on only 3rd and 4th gears.

Like the ten or so pedigree cars Frank has in storage (unregistered), Lindsay's uncovering of his two (unregistered) TRs appeared to stimulate renewed interest in their NZ cars' future wellbeing and shared enjoyment.



A NOTE FROM *the Editor*

Thanks for the very positive survey feedback about Sidescreen. I am pleased you are enjoying the publication and like the changes I have brought to its presentation.

Request for technical articles

In the survey, respondents indicated they would like more technical articles. To ensure that you are getting what you want from the magazine, I need your help.

I am not a car technician nor do I know what may be of interest to technicians/enthusiasts. Please consider sharing your expertise with other members. A little like Darryl recounts above - there is always the possibility someone will see something in an article or a photo that resonates with their current restoration or repair process.

Technical encore

I have decided to re-run pieces from earlier editions as an *encore* section. The first of these appears on page 14.

Thanks

Mary

editor@tr-register.com.au



Photo credit: Sixteen Miles Out
via unsplash.com

KEEPING YOUR COOL *in Summer*

Technical encore - This is the first of our “*encore*” pieces. This article written by Rob Bradford, originally appeared in Sidescreen #106 Dec 2019/Jan 2020.

Whilst the North provides many benefits, there is also the problem of being too hot to enjoy our cars for many months of the year, however with the way things are going most of us no longer wish to be burned to a crisp with the top down or swelter in a sauna with the top up during summer.

Perhaps it is timely to go the Queensland way and knock up a shade cloth soft top which, by the way is both easy to stow, cheap to make and as cool as sitting under a tree in a nice breeze whilst driving.

Go down to your local Awning maker and select a snappy colour of 90% or 95% shade cloth. It comes in wide rolls so you need 1.4M x 1.4M. Then visit your local Haberdashers and get about 10M of reinforcing tape. You might be wise to also get some size 14 needles and matching good quality strong thread so you do not get into trouble from using the household sewing machine.

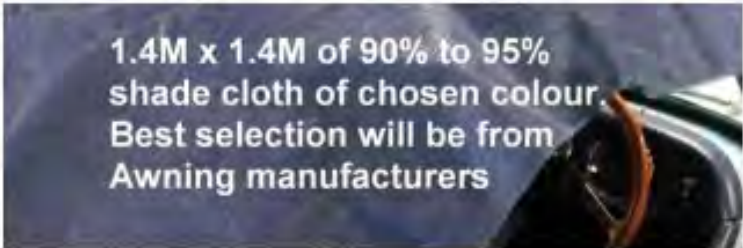
You will also need 10 Tenax Snap

fasteners and 12 lift the dots from the register, then armed with all the good gear it is time to get serious.

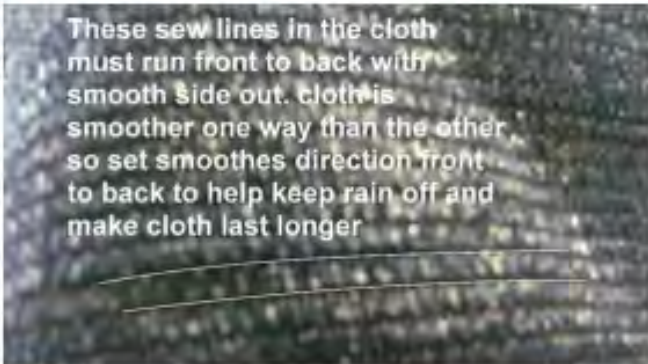
The shade cloth has sewn lines running through it which need to run front to back, these show the bias and give the stretch where it is needed. There is also a smooth and rough side to the cloth, use smooth side outwards and also smoother surface going front to back.

Having oriented the cloth, mark the required width of the screen, fold over and sew a tape on both sides before fitting the TENAX to suit your peg spacings.


Having fixed the front to the windscreen frame it is time to stretch the cloth to the back and mark out the line for the same process as the front, fold over, sew tape on both sides ready for lift the Dots.




1.4M x 1.4M of 90% to 95% shade cloth of chosen colour. Best selection will be from Awning manufacturers



These sew lines in the cloth must run front to back with smooth side out. Cloth is smoother one way than the other so set smoother direction front to back to help keep rain off and make cloth last longer



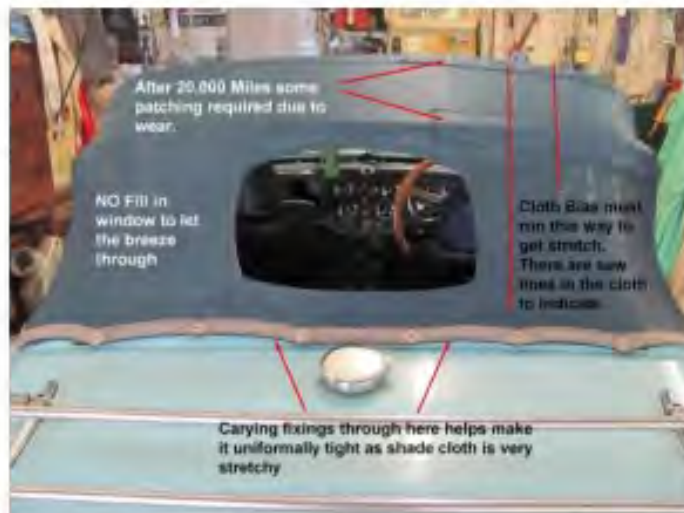
Fold over and sew strip of reinforcing tape on both sides, then fit TENAX to suit peg spacing



Stretch the cloth over the frame (NOT TOO TIGHTLY) and mark to the line of pegs then Same as for the front, fold over and sew a strip of tape on both sides before fitting lift the Dots

You might need a little help in marking out the full width but using the body line is about right. Do not worry about the excess material at the top just now, solving this comes later.

This is not a bad time to decide on how you want the back to look. I would advise against using a window filler as this restricts airflow. Just a simple hole for vision and airflow needs the edges folded over and sewn, or, you might use a more elaborate shape and method to finish this area off.



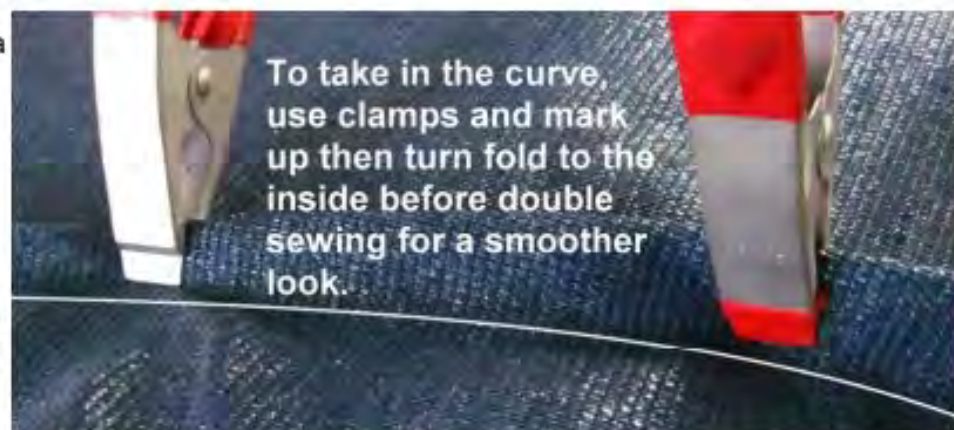
Nearly finished and time to tidy things up on the sides and top. Simple folded and sewn edges work OK but there is plenty of scope for the designer in you to make your mark. I went for simple as I wanted the whole job to be useable by lunch time.

The lower the profile the greater is the wind noise, so balance between looks noise and protection.

Next comes sorting out the excess material around the curve.



Just about now you should be getting the hang of it but these last tucks need to be turned inwards to try and create a reasonably smooth outer seam.



There are obviously many ways to create a summer top, depending on your taste, your need and of course the resources you think are appropriate.

My budget was \$100.00 and allocated time was 4 hours, however a professional boating canopy maker can do your TR proud for a little over 10 times that amount. There are soo many options to let your creative self or accountant make their mark.

Happy summers ahead.
Rob Bradford



MEMBER SURVEY *Results*

The 2023 Member Survey is complete and the results are in! Thank you to the 204 respondents from the 338 invitations sent out. That is 60% of the membership and a wonderful response rate that truly gives a good reflection of your views.

Graphs on the following pages relate to the survey questions. These ‘pictures’ tell the story - I will leave you to digest them and draw your own conclusions. There are certainly some areas for improvement and you have given the Committee some action points to try to address.

What you consider “great”

Overwhelmingly, the spare parts service was seen as “Great” and the comments about Ray’s efforts were similar. Thanks Ray and Allan for your support of our Club. Our *Sidescreen* magazine was also a standout and Mary’s contribution to the magazine content and quality were widely lauded.

Membership demographics

I will just put a little more focus on question 25: the one about age. The good news is, we are all getting a little older. The bad news is, we are all getting a little older! Our fastest growing age category is 80-89!! We even had a couple of members over 90 complete this survey - so well done to you for staying involved and interested. The number of respondents under 50 has declined from 6.6% to 1% in the overall results. It seems our “young” members are also getting older and not being followed by more younger folk!

There was not much change in the age groups between 50 and 79. Like all car clubs with classic cars, we have an ageing profile and we wonder where the next generation of owners will come from. When you see Toyota Corollas and Hyundai Excels getting around with Club Plates, you realise that the cars we love may not be the cars younger people love too.

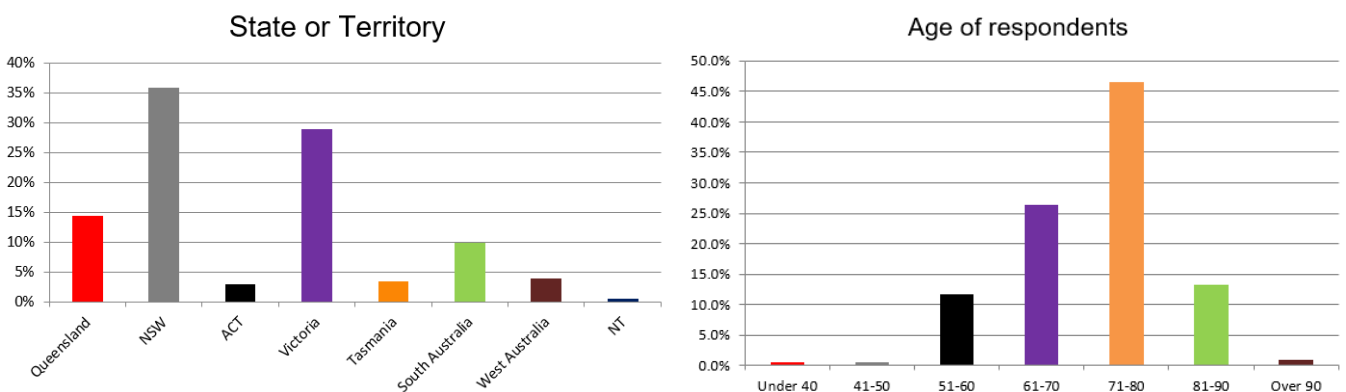
Challenges

The main challenge seems to be finding ways to address the needs and wants of a membership that is geographically dispersed, has maturing stakeholders (ages spanning three decades) and events clustered around major centres.

Your comments provided more clarity on the statistics and have been read but have not yet been summarised and actioned. We appreciate you taking the extra time to give your views.

The Committee will take note of the key findings and will attempt to address the shortcomings. We should all celebrate the great aspects of our Club at the same time and continue to enjoy our cars as much as we can.

About the survey respondents

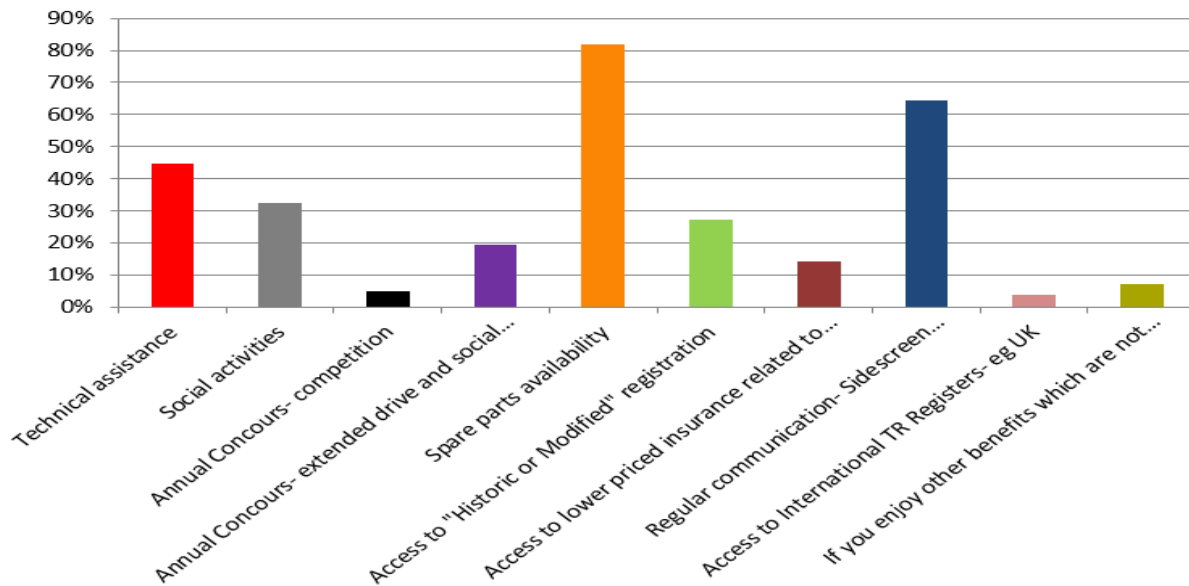


Capital city 49.5%

Regional area 50.5%

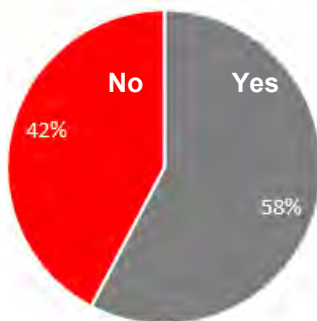


What are the 3 main benefits of membership?

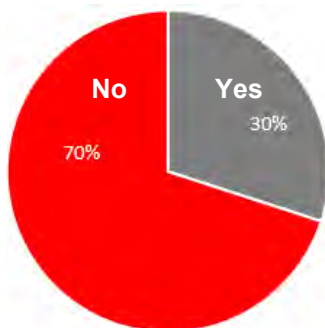


Event attendance

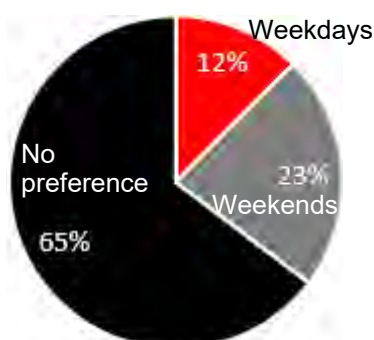
Are events held close to your location?



Do you regularly attend these events?

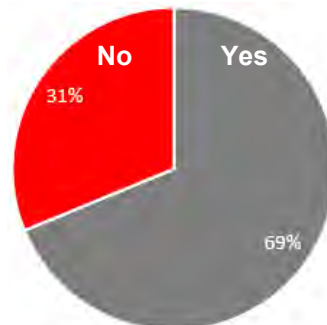


Do you prefer local events on weekdays or weekends?

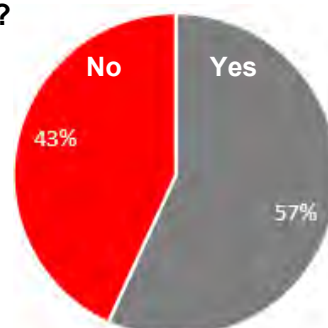


Members

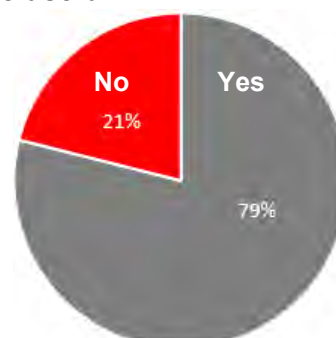
Do you know members who live in your area?



Do you have a copy of the National Members Directory?



Is the Members Directory useful or do think it would be useful?

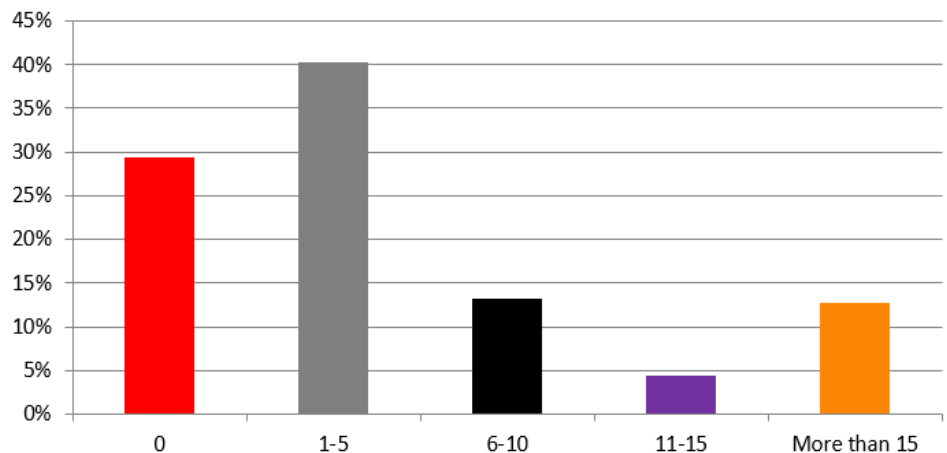
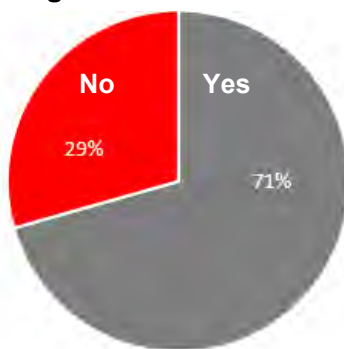


MEMBER SURVEY *Results* (cont'd)

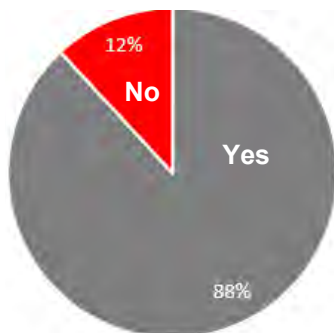
Concours

How many times have you attended the National Concours?

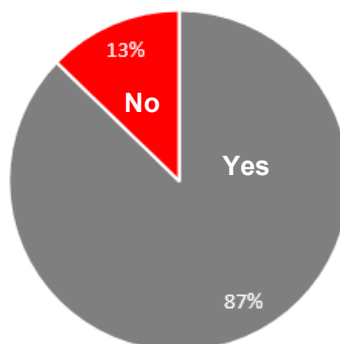
Have you attended a TR Register Concours?



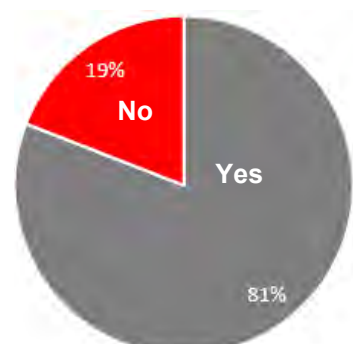
If you have only ever attended one Concours, did the event meet your expectations?



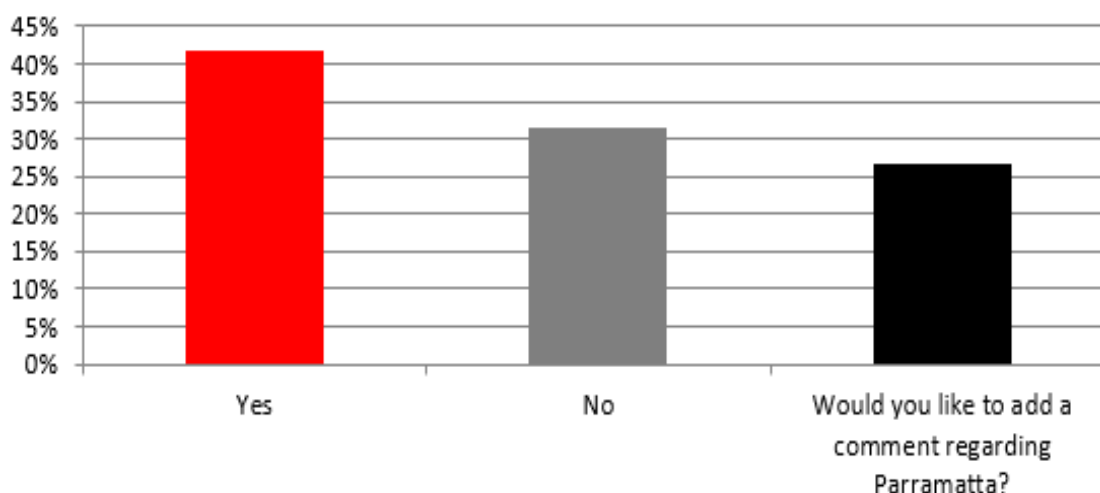
Do you feel that the Concours offers value for money?



No matter how many Concours you have attended, would you attend again?



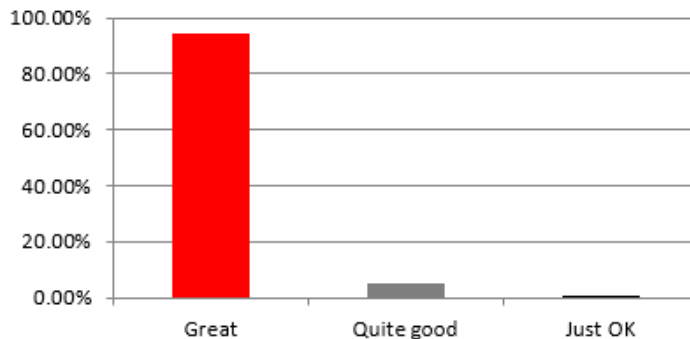
We typically hold the Concours in a regional area, hoping to bring added activity to the location. In 2026, we are thinking of holding the Concours in Parramatta, the site of the Club's first Concours in 1978. Would you consider attending this Concours?



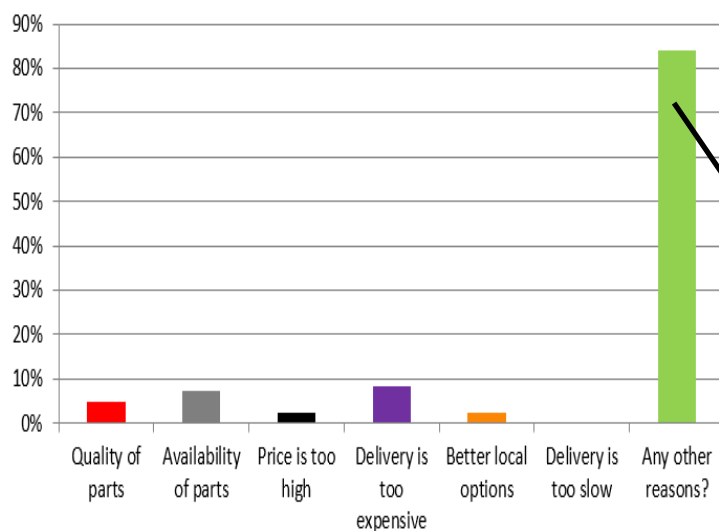


Spare parts

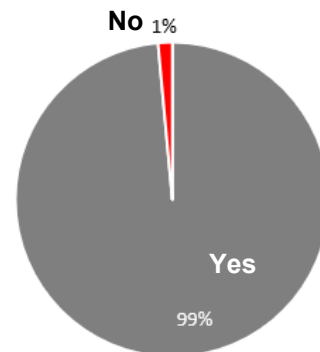
If you have purchased spares in the last 12 months, how do you rate the service?



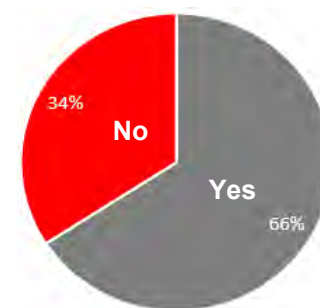
If you don't regularly purchase from the TR Register, why not?



Are you aware of the range of spares carried by the TR Register?



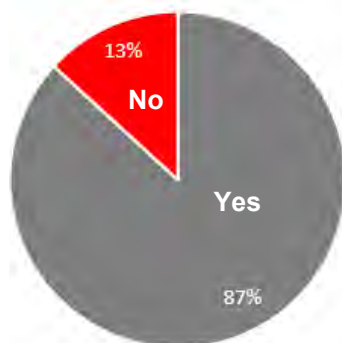
In the last 12 months, have you purchased spares from the TR Register?



Other reasons were predominantly that there was no need for spares (service/repairs outsourced or not required).

Website

Is the website a tool you would use?



78 respondents provided a lot of information about suggested inclusions in the website upgrade. These are being considered and will be addressed in updates on website progress in *Sidescreen*.

Sidescreen

Do you have any suggestions for improvement or subject matter that should be incorporated in Sidescreen?

109 respondents provided feedback. Much of this was positive, with some useful suggestions for content.

CANBERRA Capers



The touring crew



L→R Claire Middleton, Cherrylle Watters and Joan Fletcher



L→R Bob Watters, Graham Brohan & Terry Goodall

On Saturday 28 October, the Brohans and McEwans headed down to the South Coast for a few days to catch up with TR Register members.

On the Sunday afternoon, we met up with the Middletons, Fletchers and Watters in Moruya for a meal hosted at Terry and Lesley Goodall's home. It was great to catch up with them again. The Fletchers, Watters and Goodalls all spent the night there while the rest of us returned to Bateman's Bay to stay at the Brohans' holiday home.

On Monday morning the Moruya mob joined us in the Bay for a BBQ breakfast. After breakfast we took in some sightseeing including a drive to Nelligan for morning tea. From there we went to Long Beach and were mesmerised by the sighting of a whale and its calf about 250 metres out. We watched them for some time before realising it was just a couple of rocks appearing every now and then as the waves moved across them. One of several senior moments over the weekend!

We lunched at the Oyster Shack at Bateman's Bay which was great - except that the flies outnumbered us by about to 2000:1. Claire Brohan was eating prawns which she had to take away from the rest of us to give us a chance to eat our meals without undue interruption from the insects. I was surprised there were so many around despite a wind blowing so hard that I didn't think they could land.





In the afternoon, we went up to the lookout just past Casey's beach. It has recently been finished and has a viewing platform which looks out over the Toll Gates to the ocean beyond. One of the islands off the coast (Snapper Island) has been identified as a safe place for little penguins to nest and raise their chicks.

The Shire's sustainability team and its volunteers have kept invasive weeds down and removed marine debris to make it suitable for the penguins. It is a no-go zone for humans. We could not stay at the lookout for too long for fear of being blown over the edge of the cliff into the water and rocks below.

We had a quiet afternoon before heading to the Catalina Club for dinner. After dinner the Moruya mob returned to the Goodalls' for the night where we caught up with them on the Tuesday morning.

We took a drive south along the coast from Moruya and stopped for lunch at Tuross Heads in a cafe overlooking Tuross Lake. Many of us had not been to Tuross Heads before.

From there we headed towards Eden. We had nothing planned for the afternoon so we took advantage of the hospitality offered by the Fletchers, Watters and Middletons who each billeted a visiting couple for the night.

We met at the Middletons house at 4.30 for happy hour before heading off to the recently renovated Australasia Hotel in the Main Street of Eden for dinner. The renovations were first class and done as sympathetically as possible to the original fit out, with a modern twist.

The following morning most of us met for breakfast at the Tathra Pub. We were met by the others at 10.00 and were joined by a number of members from the Sapphire Coast Car Club for morning tea and a chat about all things cars.

From there it was goodbyes all round and we headed back to our respective homes after a lovely few days together. Thanks to Graham Brohan for organising the outing.

Wishing everyone a safe and happy Christmas.

Peter McEwan | ACT Coordinator



L → R Claire & Paul Middleton



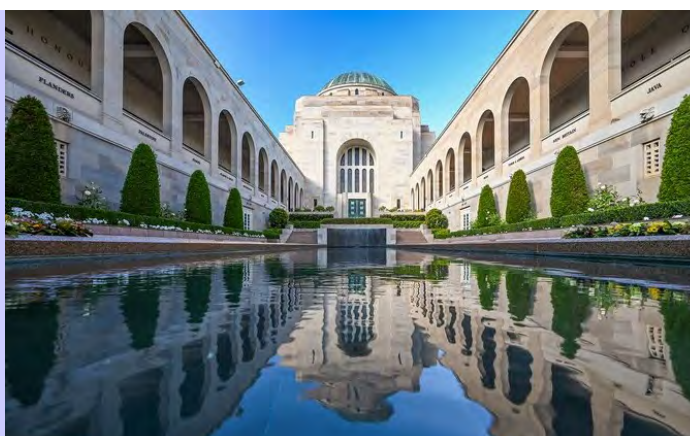
L → R Peter McEwan, Lesley Goodall

Planning to attend the Canberra Concours?

Book your accommodation by **30 June**

Quality Hotel Dickson
Corner of Cape & Badham Streets
Dickson
Tel: 02 6247 4744

Room rate: \$199/night



NSW Events

Australian Motor Life Museum,
Kembla Grange



The museum



The museum



Andrew & Jenny Ross enjoying some
chit chat with a very quiet John Lennon

South Coast Run 19 - 21 November

What a happy few days away we had on the South Coast Run. We met from various locations on Sunday morning visiting the impressive Australian Motor Life Museum, Kembla Grange.

They served the most deliciously light and highly recommended scones for morning tea, prior to us enjoying the museum's offerings, including sighting a famous musician. Following the coast further south, we felt that we were the prelude to the massive charity Illawarra Convoy of trucks and bikes, as we waved to the thousands of spectators lining the route.

We lunched at Ramox Café at Bundanon, along with the many flies on the terrace. We then explored the seasonal exhibition at the Art Museum. Being advised not to attempt the gravel road to Arthur Boyd's Studio and Homestead, we opted to drive to our Gerringong motel home away from home for the next two nights, but not before a delightful impromptu afternoon tea at the Walls.

A short drive away for dinner at the Gerroa Fisherman's Club that night, we were most pleased to meet long time member Trevor Davies and his partner Leanne. Trevor has owned his powder blue TR for 41 years.

Monday saw a visit to the well cared-for volunteer Shoalhaven Heads Native Botanic Gardens, followed by Susie's suggestion for morning tea at the Treat Factory and Dairy Bar on the outskirts of Berry, where some delicious purchases were made. More retail therapy occurred as we next potted around Berry. With Trevor leading, we had another scenic run visiting his lovely rural home in the afternoon. After this, we sampled local beverages at Two Figs Winery nearby, perched high on the hill overlooking the Shoalhaven River. Dinner that night was enjoyed at The Hill Bar & Kitchen back in Gerringong. The TRs were running beautifully.



Passing some of the 700 trucks
in the Illawarra Charity Convoy



Arriving at Bundanon

Tuesday's return home via the Kiama blowhole was thwarted by inclement weather. Instead, we enjoyed morning tea with Darryl Dobe's wonderful 96 year-old mum Marie, after which we got her royal wave of approval as we drove past the porte-cochere of the nursing home, much to the delight of her and others.

Driving up the very steep Mount Ousley from Wollongong proved most challenging for a number of TRs on their homeward journeys. Well you see a two car accident reduced three lanes to one, with huge amounts of banked traffic, police and ambulances, in clutch riding bumper to bumper traffic delays. You get the picture, with some of our TRs in need of NRMA and tow truck assistance. It was a rather eventful conclusion to an otherwise enjoyable run. Many thanks to Andrew for his organisation.

Photos provided by Kerrie Holliday and Andrew Ross.



Off on Day 2



Marie with son
Darryl & Cheryl



TR Line-up at Berry



Trevor's Powder Blue TR at the Treat Factory



Afternoon tea at the Walls' home. L → R
In the kitchen: John McCormack, Russell
Holliday & Terry Hicks
Around the table: Jenny Ross, Graham &
Jo Corbett, Susie Wall, Sue McCormack,
Darryl Dobe, Jenny Hicks, Cherly
Dawson, Andrew Ross

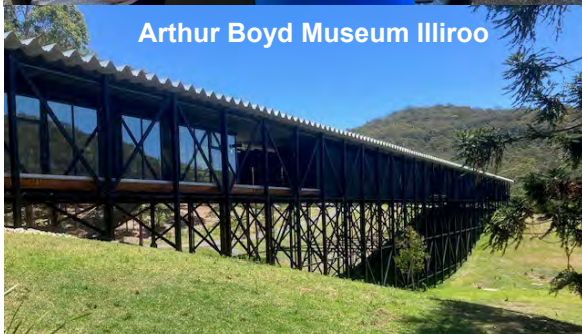


NSW Events

Lunch at Arthur Boyd Museum



Arthur Boyd Museum Illiroo



Leaving the Botanical Gardens at Shoalhaven



Two Figs Winery



Peter Molesworth on the outside looking in



L → R: Trevor Davies, Jenny Molesworth, Russell Holliday, Jenny & Andrew Ross, John McCormack



Kerrie & Russell Holliday



Trevor's rural property



Wishing everybody a safe and happy Christmas and looking forward to meeting old and new friends in the new year, as we again enjoy our TRs together.



Coffee Mornings and Lunch in December and January

Every Wednesday 10 am	Tathra Pub, 8 Bega Street, Tathra <ul style="list-style-type: none"> Enquiries Bob Watters, Sapphire Coast Charter bobtr2@gmail.com
Sunday 3 December 8 am	Autobrunch, St Ives Showground, 450 Mona Vale Rd, St Ives <ul style="list-style-type: none"> Cars and Coffee Enquiries nsc.com.au / Andrew Ross Andrew@tr-register.com.au
Wednesday 6 December 10am	Pie in the Sky, 1296 Pacific Highway, Cowan <ul style="list-style-type: none"> Morning Tea Enquiries Andrew Andrew@tr-register.com.au
Wednesday 20 December 12 noon	Moses Barnes, 89 Argyle Street, Picton <ul style="list-style-type: none"> Lunch Enquiries & bookings to Jenny hicksjenny50@gmail.com
Wednesday 3 January 10am	Pie in the Sky, 1296 Pacific Highway, Cowan <ul style="list-style-type: none"> Morning Tea Enquiries Andrew Andrew@tr-register.com.au
Sunday 7 January 8 am	Autobrunch, St Ives Showground, 450 Mona Vale Rd, St Ives <ul style="list-style-type: none"> Cars and Coffee Enquiries nsc.com.au or Andrew Ross (contact details pg 2)
Wednesday 17 January 12 noon	Moses Barnes, 89 Argyle Street, Picton <ul style="list-style-type: none"> Lunch Enquiries & bookings to Jenny hicksjenny50@gmail.com

Upcoming Events

Sunday 10 December	Xmas End of Year Celebration, Nepean Rowing Club 32 Bruce Neale Drive Penrith <ul style="list-style-type: none"> Sunday lunch on the terrace overlooking the river Contact Kerrie kerrieholliday@hotmail.com to book, Numbers are required to secure the booking. Non-attendance notification after 8 December will incur \$10pp charge to our credit card which we will pass on to recoup costs. Sadly this is a sign of the economic times.
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Runs in December 2023 and January 2024

Saturday 10 February 2024 9.30 am	International Drive Your Triumph Day at the Boatshed 131 Prince Edward Park Road, Woronora <ul style="list-style-type: none"> Brunch Contact Kerrie kerrieholliday@hotmail.com to book. Numbers are required to secure the brunch booking.
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A nice set of TRs at Tathra Pub. L → R: the Baillies' TR2, Fletchers' TR3A, Watters' TR3, Goodalls' TR3B & Brohans' TR4

Once again there were visitors to the weekly chapter catch up.

First up was Peter Standen from Bendigo who has become a regular visitor. The McEwans and Brohans from Canberra decided to have a drive down to Bateman's Bay for a short break. The Middletons, Fletchers and Watters headed up to Bateman's Bay for a catch up where the Goodalls from Moruya joined the group.

Everyone attended the regular Wednesday catch up but for a change we arrived early and enjoyed breakfast at the Tathra pub and did some late season whale watching.

The Sapphire Coast Chapter meets for coffee and chat every Wednesday morning at the Tathra Hotel from 10.00 a.m. Visitors are welcome.

Bob Watters | Chapter Coordinator



Other TR Registers

- TR Register New Zealand
<https://trregister.co.nz/>
- TR Register UK
<https://www.tr-register.co.uk/>
- Triumph Register of America
<https://www.triumphregister.com/>
- TR Register Ireland
<https://www.trregisterireland.ie>

MEETING MORE *Members*

Meet Susie Wall - one of the few women in the club with their own Triumph Sidescreen.

How did you get introduced to Sidescreen Triumphs?

My husband, Ian, wanted to buy a historic car so we looked at a number of options. I always had a soft spot for the MG-TC as my father had owned a beautiful red one. My parents were forced to sell that when they started a family.



We did look at the MG-TC & TF but after driving a few, didn't feel that they could keep up with modern traffic. We then looked at the Triumph Sidescreens. The stylish lines of the TR2s and 3s really appealed to me. John McCormack kindly offered Ian a drive of his green TR2, and it was then settled as to what we would look for.

We purchased our first TR3A in August 2016. Ian had just enough time to sort out all its mechanical problems so that we could attend our first Concours in Albury. Unfortunately, in August 2022 we were involved in an accident and were hit from behind whilst we were at a standstill in a line of traffic. Our TR3A was a total loss. The search was on to find a replacement. We had the opportunity to purchase two cars and ended up with one each. That's how I came to own my 1956 TR3 Pearl.

What is appealing about old cars?

I love the look of them - they are so different from modern cars. You can express your personality and they are fun to drive. They also easily keep up with the modern cars on the highway, except when they break down!

What is your advice to a young person about owning a Triumph?

Join the TR Register. So much advice, friendship and support as well as organised events. The members are so welcoming.

What is your ideal Triumph outing?

A drive through the country with a few stops for lunch and shopping (though you are limited to what you can fit in a TR3!) My most enjoyable trip has been the Concours in Tasmania. It was my first visit to Tassie and it was so much fun driving around in these gorgeous cars. They generate so much interest from the public. Another memorable experience was on a Triumph Tour through the Kosciuszko and Alpine National Parks when we drove over Mount Hotham and it started to snow. The opportunity to drive through the snow in a Triumph is not something that would happen very often in Australia.

The single most important thing about owning a Sidescreen Triumph?

Expect the unexpected. Things don't always go as planned. It's very handy to have a husband who can fix everything if you're not mechanically minded.



Initially I only drove our first TR3A when we were on our own as I was worried that I couldn't keep up with everyone. It has been a completely different experience having my own car. I love being out driving with the club. I was thrilled to follow in the footsteps of other female drivers: Lesley Xerri and Denise McGuire, and be the recipient of the Road Class Trophy at the recent Stanthorpe Concours. I really hope this encourages other women to get involved.



Well, 2023 is coming to an end. From a personal perspective, I'm not exactly sure where the year has gone but it has been a busy one.

The TR Register in Queensland, particularly South East Queensland, has had an active year. With a great mix of day runs through to the National Meeting at Stanthorpe, and playing "Triumph" with the TSOAQ events and MGCCQ when they hosted the All British Day again this year. It was unfortunate that the Maclean's Bridge annual show was not run again this year after being rained out last year and COVID the year before. It is understood that TSOAQ will be joining forces with the MX5CQ to host and run the event in 2024. Something to look forward to.

Thank you!

A huge shout out and thanks has to go to Sue McLeish for her efforts keeping everyone up to date with what's happening and available to come and play. Thanks and appreciation to Sue and Ian McLeish and Greg and Judy Parker for organising adventures to get out and about through the year. Another huge shout out and thanks to Paul and Rita Bingham for not only being key drivers for the National Meeting in Stanthorpe, but also setting and running the monthly run from Nerang. For all the people who helped out with Stanthorpe - THANK YOU!!! Without the effort and commitment of all of these volunteers we'd all be polishing our cars in the driveway every weekend.

A busy 2023

I won't go through all of the events of the year as I think most of them have been reported on in *Sidescreen* throughout the year. For those that I was able to attend, I enjoyed the company a lot - from the technical side comparing notes or solving problems through to the stories of adventures in the TRs (and humorous misadventures at times!).

2024 - come and join us

The busy-ness of 2023 has meant that some of us couldn't get to every play date. Hopefully 2024 will see fewer calendar clashes so the TRs can come and play more often. I have met a lot of great people this year, and I encourage everyone to come and join in more often in 2024. Let's have some fun! I look forward to seeing you.

Season's greetings

By the time this goes to print, we will have had our Christmas party to close the year out. It will be great to see all those who can come along.

In closing, from all of us in Queensland to everyone everywhere else - hope you have a great, safe Christmas and New year. See you next year!

Vale Ron Gaudion

Gold Coast resident Ron Gaudion passed away recently aged 94. Although not a club member he was a classic car enthusiast who helped many restoring their vehicles. Ron was a mechanic with the Jaguar and Ecurie Ecosse racing team in the 1950s. He restored many classic cars including Jaguars.



Photo credit:
Paul Bingham



Photo credit: Erin McKenna
via Unsplash.com

WANTED

Brisbane member Henry Burke is looking to buy a TR Sidescreen to restore (rolling or in parts).

**Contact Henry on
0408 779 588**



Cars at Port Huon

The weather is warming up and we are now getting more use of our various cars.

The trip to the Huon Valley didn't go as we had intended. Firstly, Hugh's mechanic threw out the TR2 starter motor in a workshop clean up. And we found you can't substitute a TR4 starter if you have a TR2 gearbox. Once again the Stag was substituted. On arrival at Evandale, Mick had already swapped the TR3 for the Crossfire due to non-working wipers (it was drizzling).

They say things come in threes: enter David Pearce in the TR3 sounding very rough and missing. So, the other two cars waited at Leighlands Road while David went home and swapped over to the Peerless. *Just as well we have spare cars!*

Day one

Off we eventually went down the Midland Highway through the roadworks and then onto the Mudwalls Road where we caught up with Tony Prins in his immaculate red TR4. After coffee at Richmond we drove to the Kermandie Hotel in Port Huon where we stayed for the next three nights.



Day two

We visited Lance and Jenny Hadaway high on the hill behind Dover. This house is a modern build totally off the grid boasting a magnificent 360-degree view of the various waterways which comprise the Huon Valley. After inspecting the TR3A, which was awaiting the return of a remapped distributor, we were treated to a very enjoyable morning tea.



Hadaways at Dover

Next stop: Southport for a pub lunch, returning via a stop at the Willson's. Carolyn showed us around their car collection including several racing minis for which they are well known. Carolyn was a bit surprised in the interest shown in their graveyard of old cars. From there it was on to the Kermandie for the evening.



Day three

We started at the Wooden Boat Centre in Franklin; an impressive place where they teach traditional construction of various types of wooden boats using Tasmanian timbers. Mostly these timbers are rescued from hydroelectric dams. Unfortunately we were unable to raise the \$200k for the recently completed 19 foot river cruiser.



The next stop was high on the hill behind Franklin where Kevin and Sandra Robson have built a beautiful rustic home from recycled materials. The house boasts an impressive view down the valley. Kevin has various projects on the go and a extensive range of equipment. He assures us the next project will be the TR2. Once again, we were spoilt with a delicious morning tea. That night they joined us for a meal at Osteria, which coincided with Hugh's birthday.



Day four

The next day we split up with David and Hugh braving the roadworks up the Midland Highway once again.

Wise men inspecting Kevin's TR2.

L → R: Kevin Robson, Hugh Maslin, Mike Sullivan, David Pearce & Tony Prins

Whilst the trip may have not gone to plan, it did achieve our objective of getting the State's members together. Great roads, even better hospitality; the northerners will return!

Other drives

Saturday 29 October David and Hugh in the TR3A and TR2 respectively went to the Westbury car show. Not many English cars there and only one Triumph Sedan. From there we went to the Ladies Car Show at the car museum, but by the time we arrived Jenny and Mike had already left in Jenny's Riley, so after a coffee we departed.

Sunday 5 November David and Hugh went to the Baskerville Historics. Great racing if you like old cars and what a magnificent track where you can see the whole way around the course from high on the hill.

Tuesday the 7 November some of the northern members had dinner with Bob and Margaret Anderson. Its always good to meet up with other register members and renew friendships when they are in our area. Especially those who have such a vast knowledge of all things Triumph

Monday 13 November was a sunny day, so the northern group (those in Tasmania) made a quick decision to go for a drive. Meeting at the Sullivan's at Evandale, Hugh in the TR2, David in the Peerless and Mike in the TR Special, Mike led us through the back blocks to eventually arrive at Cressy. These back roads are typical of those in Northern Tasmania making right angle turns around various paddocks. Apparently this had been Mike's training course in his previous life as a cyclist. At least this time we had three cars with TR engines.

Our cars

Hugh's TR2 has a new starter motor ex the Register and is now run in and the major oil leaks in the Stag have been fixed. David's TR 3A had an embarrassingly simple fix when it was suggested to him to try the old leads and cap. Seems 8mm modern leads don't fit well in a cap with 1/4 inch holes.

Winston's TR3 remains very close to completion. Some encouragement is clearly needed or another summer will pass.

Coming Events: 10 February - Drive Your Triumph Day



A calendar of events for 2024 has been put together with a range of activities to cater for most tastes. These include

- **Coffee/breakfast** generally at 9.30am on the 4th Friday of the month at Madeline's, Jells Park - bring your dog! 19 Jan (because of Aust Day), 23 Feb, 22 Mar, 26 Apr, 24 May, 28 Jun, 26 Jul, 23 Aug, 20 Sept, 25 Oct, 22 Nov
- **Dinner** at 6.00pm 1st Tuesday, every second month. 6 Feb, 9 Apr, 4 Jun, 6 Aug, 1 Oct, 3 Dec.
- **Jan-Feb club events** (more details to be circulated)
 - 10 Feb Drive Your Triumph Day
 - 25 Feb Run to Marysville, lunch
- **Other Jan-Feb events of interest**
 - 21 Jan Festival of Motoring at Cruden Farm
 - 11 Feb Picnic at Hanging Rock
 - 18 Feb British and European Motoring Show

WEST AUSTRALIAN News

Chris
Keay



On Sunday 19 November, we had the 100 years of Triumph car display at Stirling Square in Guildford.

110 Triumphs of all models turned up on the day. This included Russell Benn and Nigel Robson in their TR 2s and Ken Bedwell and me in our 3As.

Trevor Steele a former member had his son Adam drive them up for the day. There were also four other sidescreen cars there.



On Sunday the 3 December, Nigel Robson and I will be displaying our cars at the Celebration of the Motor Car at Victoria Gardens Claisebrook Cove, East Perth.

To all members in Perth I will be trying to attend The Classic Cars & Coffee at the UWA Hackett Drive, Crawley every month.

This event is usually held on the first Sunday of every month. Check their website the day before to make sure it is on.



