
Sidescreeen



**JOURNAL
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TR REGISTER
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Front cover: Paul McEwen in his Swallow Doretti. Back cover: Autumn in Canberra, Jack Gault's TR



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From the editor

Thanks to our passionate members, this issue of Sidescreen is another full one. It is great to have contributions from across the country on technical and historical topics.

On the member front, Tony Knowlson writes about his 50-year ownership of his TR3A and Andrew Gibson, about his recent historic racing win in "Camilla". David Pearce writes about connecting with other Peerless owners from across the oceans and Odath Weerasinghe gives us some insight into TR restorations in Sri Lanka.

Mark your diaries for the Annual General Meeting - scheduled for 18 June. There will be a few committee member changes this time round.

The new website is designed to facilitate efficient processing of your transactions. This includes membership renewals and Concours registration that can all be completed online. Specific security arrangements are in place too. If you get stuck, reach out to the webmaster, or your state coordinator for assistance.

Scout has been to his first sheep herding workshop - hoping to pick up some pointers so I can direct him when he rounds up the chickens. Watch this space!

Mary 
 & Scout



Who won this trophy? Read more on p24.

A significant restoration by a TR enthusiast in Sri Lanka. Check the story p14.



PRESIDENT'S *message*

The AGM is scheduled at the same time as this article, my last as club President, so I felt it appropriate to put my AGM report in Sidescreen.

My time as President has been one of the most rewarding and fulfilling experiences I've had. I am honoured to have had the role for five years.

I do think it is important for members to understand that their club is run by a Committee, not a President. The President may have some influence, but the position has no decision making authority except for breaking a tied vote. In my time in the role, we didn't ever have a tied vote so I did not have to exercise any Presidential authority. I am sure that Committee members would have pulled me up sharply if I'd tried to make decisions independently.



As Committee members make decisions collectively it is critically important in a club like ours that the Committee has thoughtful people with a wide range of backgrounds and views.

Improving the member experience

I am very proud of the Committee in my time as President. They have all been very committed to improving the member experience and have put in great time, energy and emotion. There have been a range of diverse challenges they have had to work through and, at times, we have had to manage our own relationships. I am very pleased to say that we have all managed our experiences well. I have established very strong close personal friendships with many of those who have served on the Committee over the past five years.

The club does need to be dynamic ...

When I joined the Committee in 2013 it was entirely Sydney-based. We met physically every two months at a central Sydney RSL club. This was a consequence of the Register's NSW foundation and the extreme difficulty in including others in what, back then, had to be in-person meetings. The club does need to be dynamic, while maintaining our purpose as reflected in our Constitution. When I took over, new technology such as Zoom provided an opportunity to broaden the Committee geographically and demographically.

Active recruitment of club members

At Ballarat, I remember going around to actively recruit club members from other states to join the Committee. I was lucky that it worked and we got members from Tasmania, Victoria and Queensland onboard. A year or two later the Executive, except me, was non Sydney (non NSW really as Bob Watters might have lived in NSW but still supported the Maroons). This reinvigoration of the Committee is continuing as we seek to actively 'recruit' more youthful members.

I am confident that the Register has improved in a number of areas. In other areas there is more work to do. When I reviewed my objectives when I took over, I felt I've had mixed success. The realities of life and COVID, relegated some of them (eg develop a Register Strategic Plan or grow the number of members attending events) to a much lower priority or just not achievable.

A substantial success is that the club has grown its membership base from around 300 in 2019 to about 330 now. It peaked at around 370 a couple of years ago (during COVID) and I reckon we may be able to get back near that number as we find the owners of cars that have since changed hands.

We do need to have younger TR enthusiasts helping to manage their club. The next five to ten years are going to be critical for the classic car movement and for our club. My experience is that more and more TR owners do not have the technical skills that many in the past have had. In parallel, the service centres/workshops capable of working on our cars are disappearing. Even now it is difficult to impossible for some members in more remote areas to find a workshop to work competently on TRs. In five to ten years I believe it could be exceedingly hard anywhere. This could be existential for our club and as part of the classic car world we need to prepare for these changes.

... plan for the long-term future of new and used parts ...

A major future project the Committee has agreed to pursue is to plan for the long term future of our new and used spares services. Don't get me wrong, Bareco has no plans to change our new spares service and Mal Munro is continuing to store and distribute our used spares. But these are critical services for our members and Allan Bare and Mal agree it is prudent for the Register to have plans in place for when the current arrangements may need to change.

I have started looking into this and after the AGM Steve Bradford and I will prepare a report for the Committee on what is required to deliver each of these services and what options might be available to continue them when/if needed.

Committee member transition

Over the last couple of years we have transitioned a number of roles where long serving members needed to move on. Andrew Pitchford has taken over Membership from Tony Knowlson (more on Tony below) and is serving the members very well indeed. Ross McLeod has taken over the website from Rick Fletcher who had been in the role for three decades. Rick started the Register in this online area and contributed a very great deal to the members. Ross in turn has put in a great amount of time and effort to produce a new website. Mary Bird has taken over Sidescreen editor from Terry and Jenny Hicks who did a fantastic job in the role for 12 years. Mary has brought a different approach to the magazine which is receiving positive feedback from members.

The committee will be going through further major changes at this AGM with the President and Secretary roles being vacated and other changes to the Committee.

Five-year limit

My five-year limit as President, as per our Constitution, is up. Irrespective of this Constitutional requirement, which I think is right for the club. It is time for me to move on. Being President can be demanding of your time and energy and you do get stale over time.

I've worked closely with three Vice Presidents: Rob Bradford (RIP); David Ferguson and Ian Cuss. It has been fantastic to have been able to build stronger friendships with them all. Thanks gents.

Ian has told me he has nominated for the role of President. All the best mate and I look forward to working with you into the future.

Bob Watters is leaving the Secretary role and a replacement is needed as soon as possible. Bob is remaining on the Committee and I know will continue to make a wonderful contribution to the club.

As a member of the club Executive, it is preferable for the Secretary to be a past Committee member. But this is not essential. It would be of great benefit to the club if an experienced club member would nominate for this very rewarding and important role.

PRESIDENT'S *Message*

John
McCormack

I want to pass on our best wishes to Tony Knowlson who is stepping down after many years on the Committee and in other important roles. As most will know Tony was Membership officer for 12 years and state coordinator before that. Tony is a much deserved Life Member and, on behalf of all the members, we wish him all the very best in the future.

*A healthy
committee with
new members
regularly coming
onboard*

It is critical to the future of the club that we have a healthy Committee with new members regularly coming onboard. Committee membership is one of the most rewarding and fun things you can do in the Register. You get to know more people, get to know them better and make wonderful friendships that last beyond your Committee roles. Do it for yourself and for the Register.

I have nominated for a Committee position and hope to contribute as best I can to the future of our club.

I wish the new President the very best of fortune.

Thank you to everybody who has made the past five years so rewarding and enjoyable.

John McCormack

President | TR Register Australia

SECRETARY'S *Report*

Bob
Watters



Another year has come and gone. Doesn't time fly when you are having fun?

The AGM is on Tuesday 18 June. Several changes to the committee will be made at this year's AGM. These have been outlined in the President's Report printed in this copy of *Sidescreen*.

I have been asking for someone to take on the Secretary role since early last year without any success. I find it hard to understand that with over 300 members in the club no one has come forward. I have filled the Secretary role for 5 years after taking over from Mike Stuckey due to his declining health but cannot continue in the role any longer because of other competing interests in my life.

The role is interesting, the workload is not excessive and can be held by a full member (not an associate member) from any state, not just from NSW. The committee meets bi-monthly via Zoom Conferencing. This allows all committee members to participate which is important now that the committee has members from five states.

Committee meetings are well attended with contributions from all committee members to items being discussed. Whilst the meetings are held in a collegiate manner differing points of view are always considered.

Please consider giving something back to the club that offers so much to members.

As this is my last report I would like to thank everyone I have worked with for their support and friendship, during my time as Secretary .

Bob Watters

Secretary | TR Register

MEMBERSHIP *Report*

Andrew Pitchford



With the end of the Financial Year only a month or so away it is pleasing to see that membership numbers, at 340, remain strong and comparable with previous years.

Current Memberships for 2023 / 2024 are due to expire on 30th June 2024.

Some early birds have already renewed their membership for 2024 / 2025 but if you haven't now is the time to do so.

The first year's membership, or part thereof, is offered free to new members of the TR Register Australia. For those who have joined over the last few months therefore, please contact me by email if you wish to discuss recognition of this in your fees for 2024 / 2025.

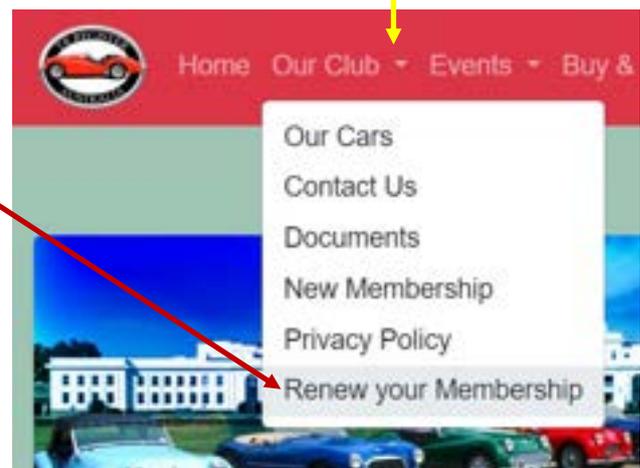
Membership fees remain unaltered from previous years:

Full Membership	\$40
Associate Membership	\$20
New Membership	Free for the first year, or part thereof

Membership renewal can now be done directly through the website and if required personal and car details can also be accessed and updated once you have formally logged in and a password established.

Renewal is an easy process online

1. Go to the down arrow beside **Our Club**
2. Select **Renew your Membership**
3. This takes you to the sign-in page (see below).



4. The Membership Renewal page appears and will confirm your status as:

- financial or unfinancial
- member or associate member

It will then direct you to the payment page.

New members

Three new members have joined the TR Register since the last publication of Sidescreen, all using the new online application form.

State	Member	Location	Vehicle
Qld	Jonathan Back	Springwood	TR3
Qld	Ian Ninness	Bundaberg	TR3A
NSW	Luke O'Halloran	Springfield	Associate

In addition two others have rejoined after an absence of some years: Andy Long as an Associate and Rick Schmalzer (TR2 & TR 3A).

Welcome back to both of you.



HOW TO REGISTER *Online*

Registering online for the 2024 Canberra Concours is easy.

Step 1. On the website home page find the box below.

Next National Concours

To get information on the next National Concours in 2024 Canberra (ACT) [click here](#) **Register for Concours 2024**

Concours registrations are open **Register**

Entries close Sun 30 Jun 2024 @ 6:00 pm

Don't forget the accommodation offer ends 30 June 2024.

Don't miss out!

Step 2. Click on the blue **Register** button.

The form below appears.

Step 3. Complete the form, including details on each tab

Registration for 2024 Canberra ×

1st to 6th Nov 2024

When you are satisfied that your entry is correct use the send button on the grid to send it to the organiser.

Personal Details Contact Details Car Entries Accommodation Activities

Member Name

Partner (full name)

First and Surname please

Is this your First Concours?

I am willing to assist with Judging

Judging Class

Submit

Click on each tab to complete the details.

Step 4. When details are complete, click on **Submit**.

This will take you to a screen to review your details before sending it to the organiser.

Two payment options are available:

- Direct transfer, OR
- Online credit card payment

Both are secure.

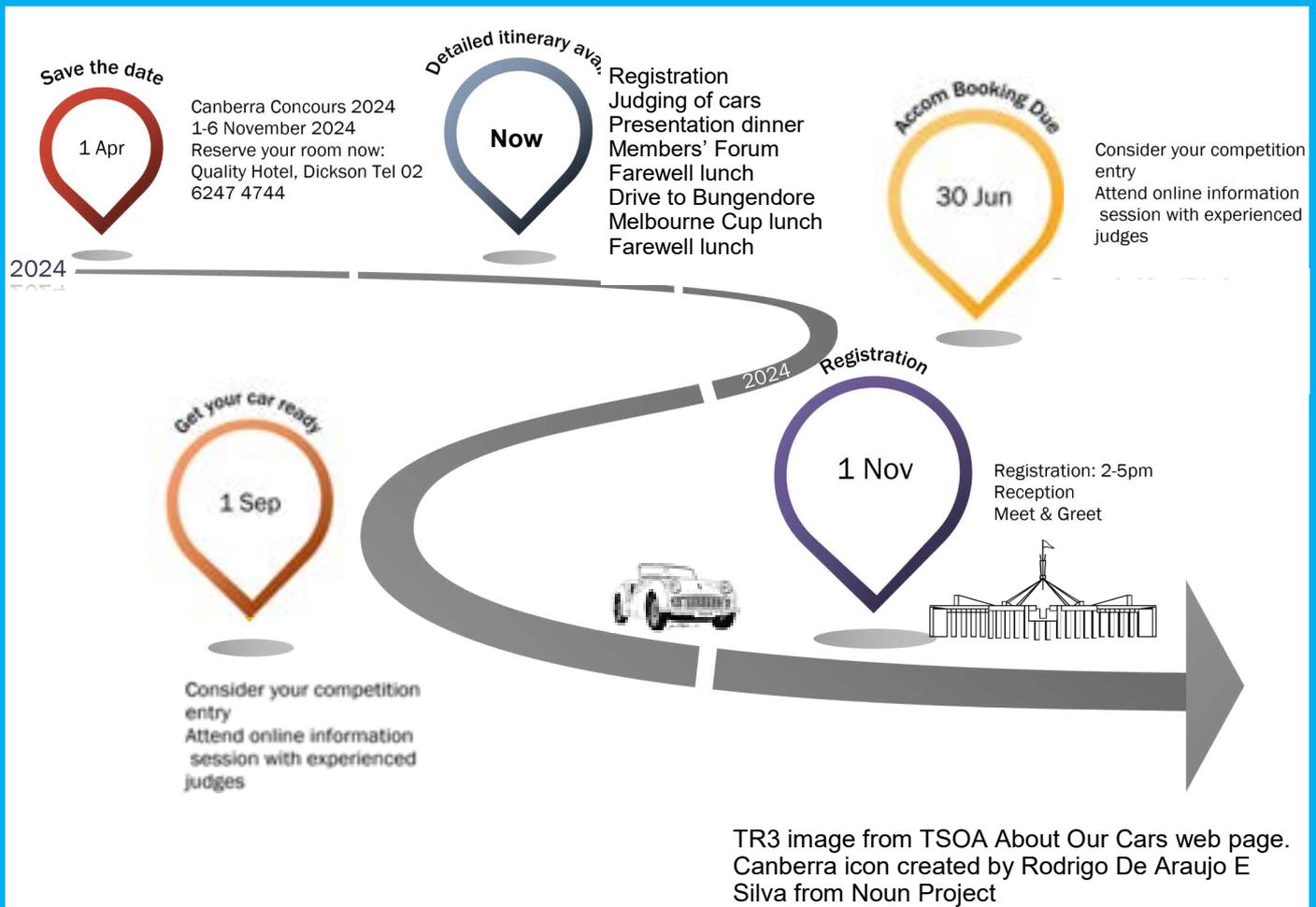
2024 CANBERRA CONCOURS 1-6 Nov 2024

☑ Are you Concours ready?

- Book your accommodation
- Register for the Concours
- Plan your itinerary
- Arrange to join a convoy
- Get your Presentation Dinner “*Australian Icon*” outfit ready
- Get your car ready:
 - servicing?
 - preparation for judging?



If you have questions about Concours, email them to me. I will get seasoned Concours attenders to respond and share their experience and expertise in the next issues of Sidescreen.
 Mary editor@tr-register.com.au



Thanks to **Noel Schmidt** for the graphics and banners for 2024 Canberra Concours.



CHANGING A REAR SPRING

If I asked you "What is the worst job on a TR?" how would you answer? I can imagine plenty of hands up for changing a rear spring. The front bolt goes through the chassis and must be removed before the spring can be dropped. Of course, after all these years it has become immovable inside a tube through the chassis. Unless the bolt is removed, the spring cannot come out.

When the body is installed, it does not allow access to the right end of the spring bolt. There is probably a Churchill tool to remove it, but Winston did not tell me about it. Here are some workarounds I have heard of:

1. Drill a hole in the body and belt the living daylight out of the bolt until it moves. Cover with a chrome plug.
2. Lift the body by loosening the body mounts. I did it this way once. Took about four hours to lift it five inches so I could slide the spring off the bolt.
3. Cut off the bolt flush with the chassis and try to press the remains out.
4. Drill out the bolt from the inboard side. A slow process that risks damaging the tube.
5. Make up a puller using a socket. The bolt has a threaded hole and by putting a long bolt into the spring mounting bolt, it is pulled out.

Bolt showing the threaded hole, and a puller made using a socket.



There is a good article here <https://triumphtr3b.wordpress.com/2018/12/03/rebuilding-the-rear-suspension-springs-on-a-triumph-tr3/>



I broke two leaves recently and dreaded the job, but it had to be done.

I talked it over with John McCormack, and it occurred to us that since the top leaf was OK, I could rebuild the spring on the car without taking it off.

I had two old broken springs which both had broken top leaves. A dozen times I had gone to throw them out and thought, "No. I may need them some day." The first step was to see if I could dismantle them as they appeared to be riveted.

Removing the centre bolt which is easy, I then had to unbend four metal bands around the spring. Fortunately, I decided to use heat before bending each strap. With a screwdriver to lever it up, and a shifter to complete the bend, I separated the leaves.

Disassembled spring (below). Note broken top spring. Leaves 2 and 4 have metal bands riveted to each spring.



I then did the same disassembly on the car. It is more awkward to do as there is less room. I took off the shock absorber bottom link and the U-bolts and lifted the axle by putting a 3-inch block of wood on the chassis. I didn't heat the metal straps and one broke when I tried to bend it. On some, a 15-inch pair of multigrips was the easiest to use once the strap was moved a little with a screwdriver and hammer.



I assembled all the new leaves and using G clamps to hold them in place, put in the centre bolt. Now each strap had to be bent back into position I used heat as much as I could and the big multigrips. Finally, I attacked each with a bloody big precision percussion device.

The only problem I had in attaching the spring to the axle was that there are short lugs on top of the axle tube and the U-bolts must go inside the lug. I had to remove one which had slipped outside the lug and reinstall it.

I have driven it for a few days, and everything works as it should. I got lucky for once that the top leaf was intact, and I did not have to remove the bolt.

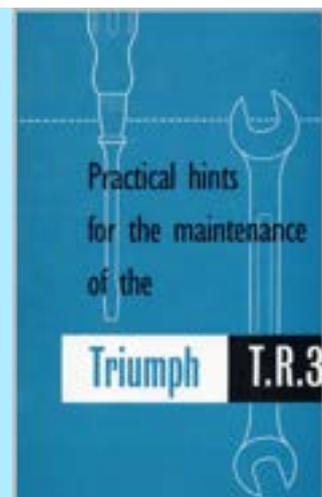
My final piece of advice for anyone doing a restoration is to take out the bolts and replace them with lots of anti-seize. One day you might want to replace a spring and the bolt will be rust welded in place. Think ahead.

TRIUMPH TR3 Maintenance

provided by Russell Holliday

There are numerous manuals for our beloved Triumph Sidescreens and they often come with cars when sold. New owners may never have owned a TR before and would like to understand their new acquisition. As owners of older cars, we know that there are always things we have to do to maintain or upgrade the vehicles. I have found the book "Practical Hints for the maintenance of the Triumph T.R.3" a great help as it is not just a manual for our cars, it is of good practical help. It was issued by Standard -Triumph Sales Ltd and in at least sixth edition /third printing. It can be purchased on EBAY second hand or downloaded from the Internet:

[https://tr-club.dk/PDF/teknik/Manual-TR3\(8\).pdf](https://tr-club.dk/PDF/teknik/Manual-TR3(8).pdf)



Here are three quick tips for TR owners.

1. For almost a year I chased a rattle in the scuttle area. Finally found a worn bonnet hinge which allowed the two halves to move and rattle. I could have fitted a new hinge, but the rest of the hinge was fine. I glued a piece of rubber between the two halves and problem solved. The rubber jams when the bonnet is down and stops the problem.
2. Boaties read no further. If you have problems with a lift - the-dot fasteners on your hood or tonneau, boating shops sell the parts for a few dollars. This is from Whitworths catalogue.

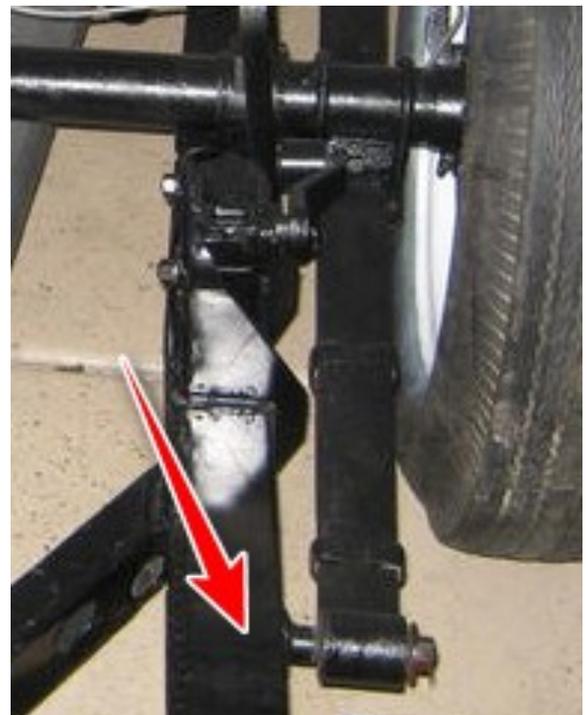


Lift Dot Fastener - Stud
Our Price \$2.50



Lift Dot Fastener - Socket & Clinch Plate
Our Price \$3.50

3. Rear shock absorbers can work loose, and the result is elongation of the mounting hole on the chassis, and the mounting hole in the shock. Years ago, I cut two wedges and jammed them in beside the shock. They have stayed in place for years and take the twisting load on the shock.



Ken Bedwell shares another story about Trevor, his TR3. It seems the fun never ends!

Trevor, having recovered from swollen seals (as reported in an earlier Sidescreen) had been back to his boisterous best until a local run turned into a fire alarm practice. Turning into a local shopping precinct the cockpit suddenly filled with smoke.

Now being a member of the silent generation, having been born before the end of WW2, I acted in an appropriately stoic fashion. I ran around in small circles, waving my arms in panic whilst trying to pull the fire extinguisher from its mounting behind the passenger seat. By the time I had done this, and shown my co-pilot/boss/wife how to use it, the smoke was starting to clear as I gingerly opened the bonnet.

Nothing! No sign of anything amiss.

OK! Let's check ...

Under the dash? No sign of anything there either.

Hmmmm. Let's try turning ignition back on. No problem.

Hit the starter, Trevor fires back up with his usual vigour.

So we now drive gingerly home expecting flames to appear any moment. We noticed however, that the temperature gauge was not reading.

Over to the experts

Now as we all know Lucas instruments run on smoke, because once they let the smoke out they stop working. I have seen canisters of genuine Lucas smoke for sale on the internet. I decided to let Markich Motors (our local TR expert) sort it out instead.

Having checked out under dash and bonnet David confirmed that it was indeed the temperature gauge causing the excitement.

He disappeared into his Aladdin's cave of spare parts and returned with a 52mm Smith's temperature gauge. Now it had the wrong bezel and flat glass, but it worked correctly, and so was purchased at what I thought was a very reasonable price.

Once home the original bezel and glass were fitted and so now only a concours judge, at the very top of his game, will spot it's not original.

Smith's temperature gauge

As can be seen from the picture, the temperature scale is from cold to hot, no degrees stated, but hey Trevor is not a show car.

A 250 km run to an Anzac ceremony went without problems, confirming that Trevor is back to his best. So fingers crossed for the forthcoming British Car Day at Gingin which will be another 200km run, with the added attraction of an excellent pork pie if we arrive early enough.



TR RESTORATION - *Sri Lanka*

In response to my call for TR restoration stories Odath has submitted the following for your consideration. He notes that some members have undertaken some daunting TR restorations. Perhaps this will be of interest.



Recently I was put in touch with a TR enthusiast, Kishan Perera, in Sri Lanka (the land of my birth). who may be about to go where none but the bravest will dare to venture when it comes to TR restorations. He intends to bring back into pristine glory, the rusted TR depicted in the attached pictures left and below.

If he does manage to do this then no doubt if TR restoration becomes an Olympic sport he would certainly be a contender for the gold medal. Kishan is the taller guy in the first image.



But Kishan is no novice at this game. He has already undertaken a magnificent TR restoration in 2003...which included having to undo a false TR3 nose intake etc. The "before" and "after" pictures follow.

Relating to this I have copied Kishan's own words below.

"1 Sri 8799 is a 57 TR3 "small mouth" , Chassis number TS21981 not a3B with the "wide mouth". This car was imported back Feb 1958 by planter Joseph Paul Rathnayake (cricketer Ravi Rathnayake's father). I purchased it in 2001 and started on the restoration. It was my first ever classic car restoration, was done with much enthusiasm and came out very well. To date the car looks to be in great shape & is a weekend driver."

"As for my TR3, I'm also attaching photos of what i could find. I couldn't take many photos back in 2001 as digital cameras were still novel back then. The car was painted RED & the front nose was moulded to make it look like a newer TR3A (very common thing in Ceylon , popular with the Moggy owners as well),. So I had to go back to the correct small mouth shell, which I bought (a new moulded one) from MOSS UK."

Kishan is happy to discuss his restoration efforts with any interested Register members. His contact details are as follows: Email: kishan@kingsrentacar.com, Mobile: +94 777 328 220 including WhatsApp. (94 is the international tele code for Sri Lanka).

Odath Weerasinghe





TR3A BODY *Modifications*

Having owned the (same) TR3A for over 50 years, it should be little surprise that it has undergone three major restorations. Queensland member Kevin Matar tells his story.

The first, 45 years ago, involved major body work

The TR having lived on Thursday Island for many years in the late 60s early 70s, the lower third of the body tin work was rust! Floor. Boot. Guards. Sills. You name it - it was gone or badly pock-marked. Miraculously the chassis survived with very little damage.

A few years later

A few years later and more than a couple of TAFE night courses in panel beating and welding plus four years work, got the body pretty much back to as good as new. Originally powder blue, it was now bare metal.



Body mods done at this time involved welding the rear guards on to the main body, judicious use of body filler, and shaping to give a smooth, sleek look. I also undertook to add an extra brake/parking light on either side and to keep the original round parking lights as amber indicator lights. This work involved making up the shape with a small amount of cold rolled steel sheet, welding to the rear apron, filling and shaping. This set up gave four brake lights (and parking lights) and a dedicated amber indicator on either side.

Fast forward to the twenty-first century—the third and most complete restoration

This time I decided to rectify a few issues. Firstly the car needed better engine cooling. Next was a change to the front appearance of the car – I was never keen on the “wide mouth” look. Thirdly, the hard top needed further attention. I may add that this resto was a complete body off, engine and clutch rebuild, chassis repair – mainly a few welding cracks, seals, springs, shock absorbers, radiator etc – the list goes on.

Anything that needed to be fixed or replaced, was. Engine cooling was easy – bonnet louvres! The question being - how many and how wide?

An old locker room steel door provided the answer. With due care the louvres were cut out of the door and the blanks cut out of the bonnet. The new inserts were riveted in with countersunk solid rivets, a little filler and finishing. Looks good – who cares about the cooling!



Next - the big job of reshaping the front apron

I had always liked the look of the old Aston Martin grilles – so this was going to be the look. I didn't want to alter the metal work in any way so it was going to be polyurethane foam and multiple layers of fibre glass cloth.

The foam was 20mm sheet cut into tiles and bonded with Sikaflex adhesive to the metalwork. This foam can be shaped easily, the biggest risk is removing too much! Over this, polyester resin was used with multiple layers of cloth. Minor imperfections were corrected with Evercoat Easy Sand filler – an American product – expensive but none better for this kind of work.

The next challenge was making up the grill, the radiator baffles, and cutting an aluminium “surround” to hold the grill in place. The grill was cut from SS woven panel and the surround from 1.6mm Ali sheet – using a preformed plywood template to get close to the exact shape.



The final mod was to the hard top rear window. I wanted to use 4-5mm plexiglass and this was going to be a difficult bend if the original shape were kept.

Answer – simple – change the shape. This turned out to be quite a bit of work as I had to fill in the curved area with Ali sheet, more rivets and yes some final filler and elbow grease.



Rear vision is perfect - I am pleased with the overall result of the mods and to my eye the grill treatment and louvres look better than original - and I'm happy to keep it this way. In any case I don't think I'll be doing another resto – the old TR will likely outlive me this time!

PS Just realised that the sidescreens still have to be done! Oh well ...



FIFTY YEARS OWNING MY TR3A



A blaze coloured Morris Marina 1300 as a company car rekindled the desire for a sidescreen TR as I had owned and run a TR2 and TR4 over the previous five years. Hence, the purchase of my present TR3A in May 1974 for the buy then cheap price of £200. Perhaps I should have guessed that buying a TR from a junk shop owner called Midas in Balham, South London would not be an auspicious beginning. However, it was Primrose Yellow, except for the white driver's door whose hinge broke as I was going for a test drive. My then wife guessed right - I saw it as a challenge and purchased the vehicle.



A replacement engine

The car was at least straight and by UK standards fairly original, if a bit worn out. As a result a replacement engine was found via Exchange & Mart for £50, where the buyer removes & collects. A quick trip in the company Renault 4 van with a engine hoist rescued a TR4 engine from a farmyard in Surrey before it disappeared into the mire. The new engine, plus an overdrive gearbox were inserted over a weekend and off I went enjoying open top motoring for the summer.



By the end of autumn the rust was winning the battle. In the UK having extensive holes in the floor in a convertible is not necessarily a disadvantage when it rains. However, once a year the MOT (roadworthy) certificate has to be obtained and the rusty floor plus rotten A & B posts, meant a fail.

Winter rebuild

A rebuild over the winter then took place in a single garage at the back of the flat. The car was fairly well in pieces when a job in Holland occurred. Three weeks holiday owing would see the car finished easily before driving it to Holland for the new job.



Three days before I left the car was ready to spray with two-pack and a spray gun hired. The day for spraying was cold, so I did it in the garage with the heater on and was high on the fumes for a couple of days afterwards.



The MOT

The MOT was obtained and I drove to Harwich the next day with the entire trim etc. piled inside the car. A couple of blown hoses led to a sprint to the ferry and then I was the last car on.

The Motel where I was staying had a carpark where the TR was out of place with the Mercedes, BMWs etc. The staff seemed entertained by the funny English car being finished off in their carpark.



The failure of the starter motor in the flattest country in the world was also an inconvenience, as bump starting required a degree of foresight. Luckily I was working at the refinery in Rotterdam when the official roadworthy for import of the vehicle was to take place. A Dutch TR6 owner spotted the car, introduced himself and had a friend in the testing station. The test was stringent. It applied to all new cars as well, the sight of the play in the kingpins etc. when viewed on hydraulic plates with strobes, led the tester to pass the car and declare he wouldn't even drive it out of the testing station. He obviously didn't appreciate Triumph's design parameters.

Winter driving

Obtaining Dutch registration was completed and the winter meant the car was used daily. Temperatures of -10° C with the heater broken and ice on inside and outside of the windscreen made for entertaining commuting. However, summer trips to Germany for TR meetings in the Eifel Mountains and trips within Holland made it all worthwhile.

The car was garaged for a couple of years in the UK, whilst a TR5 was purchased and used in Holland and UK. It was sold for the deposit on a house for £1800. Money was spent on rebuilding the suspension and steering box as the play was serious enough to fail the MOT.

A job in Greece meant the TR was on the move again

The car had to be shipped and not driven as I had wanted to. Arrangements were made for collection from North Shields, ten miles from home with delivery to Athens. I flew to Greece and was met by a fax advising that the only port of collection was Southampton some 250+ miles from my UK home. Transport was arranged and the car trailered to Southampton.

Delivery in Greece was overdue but when I contacted the shippers was told yes the car had been shipped, but was with a consignment of tractors in Thessaloniki, a few hundred kilometres from Athens. All the papers to import the car tax-free were checked by the company 'Mr Fixit' prior to an early morning flight to Thessaloniki. Arrival at the shipping agents led to the payment for a Custom's clearance agent to get the car. Three hours later we were in the harbour and there was the TR - intact.



FIFTY YEARS OWNING MY TR3A

The car was now in Athens but had to be registered. I now had an understanding that this involved paying the services of a 'registration agent' to plot a course through the bureaucracy of the registration department. A full morning was spent obtaining the plates but at last the car was legal in Greece and what a great place for the TR. The trips to Schinia beach over the mountain roads were memorable and great fun especially blasting by the Ladas etc on the uphill sections. Spares were imported from UK and a couple of tea chests of old/new bits which go with me everywhere provided the essentials to keep the TR going. A transfer to site in Oman and an accident in which an Escort definitely came off worse, led to the car being repaired and resprayed in Greece. However the English guy who had a very smart mini and promised he would do a similar job on the TR, had recently discovered that drugs was a better business and the TR disappeared for a few weeks and when returned resprayed, the topcoat crazed within weeks, and was an Apple Green not British Racing Green as agreed.

Two hours later I was told that no, I couldn't have the car as Thessaloniki was not a duty-free port and the car would not be released. The return flight to Athens led to me doubting the parentage of all Greek shippers, customs agents etc. and my sanity in coming there especially in the airport bus when the downpour happened to deluge my particular seat only. It was not a good day.

The next few days led to a compromise with 'Mr Fixit' and his shipper. If I was to pay enough, I could rent a customs official for a day and he would accompany me from Thessaloniki to Athens. I would then pay his flight back after depositing the car in the Athens customs pound. This duly happened, but as I spoke no Greek and he no English, the trip depended on a lot of sign language and some quick driving to ensure we arrived before the customs closed. He also didn't appreciate his sidescreen blowing out at 70mph and having to hold it for the rest of the trip - but I was paying.

Emigration to Australia

The car was then shipped back to UK and garaged before my emigration to Australia in 1989 resulted in it being put into a container with the windscreen removed and a timber frame protecting it from the rest of the furniture piled on top. On arrival in Melbourne, it was recommended that I clear it myself and on meeting the official its value had to be determined. His Glass's guide gave about \$10,000 in good condition but duty and import tax was about 50% of its value. They were trying to stop cheap imports and with all my documentation proved my enthusiast status including the original bill of sale, ended up an agreed value of \$400 of which I was happy to pay the 50%.



Tony in his TR3A ready for the Formula 1 parade.



A great place for a sports car

The car was finally registered January 1990 and I used the TR as my daily driver from Hampton to St Kilda and for the first five months never needing to put up the hood - not saying I did not have to delay trips and got slightly damp occasionally. What a great place for a sports car and even an early encounter with Ken Copeland with flying helmet at the traffic lights could not dampen my enthusiasm.

An engine rebuild was required as the TR was now well over 100,000 miles and showing signs of wear. A few years later the bodywork was given a refresh by Andy Ansell, just in time for the F1 drivers parade in 2014. Since then, the car has been on club plates and we are all retired to the Mornington Peninsula where leisurely trips to Flinders etc. are enjoyed on fine days.

The story of my TR in Australia revolves around the TR Register

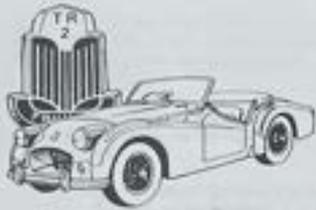
I joined in 1990. I attended my first National Concours in 1992 at Echuca and have been to most since including being part of the organising for a few here in Victoria. Eight years as Victorian Coordinator followed by 12 years as Membership Secretary and many years on the Committee have been enjoyable. This is a great club and that is due to the great people, forging friendships with many and some memorable road trips and weekends away, hopefully many more to come.



Tony in the 2014 Formula 1 Grand Prix with Grosjean.



TR REGISTER AUSTRALIA



TECHNICAL TIPS.

TR REGISTER AUSTRALIA



TECHNICAL TIPS
TWO



Technical Tips 3

TR Register Australia



Obviously catching up with and talking to other members is a great way of sharing knowledge and particularly in what we have discovered while restoring or playing with our cars. These interactions (as we know) cover off on things not generally covered by the official manuals and materials issued by Triumph when the cars were released. To supplement that, the global TR community has progressively improved the knowledge of what works and what doesn't, even from the official documentation if you can get your hands on it.

A collection of technical articles

In 1994/5, members compiled a collection of technical articles that had been found from around the world and various sources. That was "Technical Tips". In 2002, a second volume of additional material, and subsequent to that a third volume were produced. Due to the age, some of the articles include suppliers that may not exist anymore and very out of date price lists, but the books may help focus internet searches a little and save time pouring through what may potentially be incorrect information.

Great reference material

While the TR Register does not endorse or guarantee the content of the collections, general feedback has been that they are a great reference to have handy when one wants to check or identify something that doesn't seem to be playing right!

Demand has fallen back in recent years for the publications, but at a committee level we recognise the number of new members joining our family who might not be aware of the resources that are available to them at the beginning of their restoration journey.

We are currently working through avenues to republish these references. If you are interested in obtaining a set, please let Mal Munro and Steve Bradford know. Contact details in the committee details, p2.

The books are sold on a not for profit basis as a service to and for the benefit of TR Register members.



Peerless GT of Peter Hudspith (UK)

In mid March I received an email from Nigel Cluley who is the Registrar for the UK Peerless Warwick Owners Register advising that a Peerless owner would be visiting Brisbane, Sydney and Tasmania early in April and would like to see my car.

I then received an email from Peter Hudspith whose name I recognised having read the February 2014 Practical Classics and the August/September 2016 Triumph World write ups on his superb Peerless GT restoration. They were staying with friends in Sheffield and would arrange a time to visit Devon Hills.

Peter contacted me and we arranged that they should come to my place. Knowing that Peter wouldn't be going to Melbourne I made the offer to Jeff Leech and Trevor Burke that I could accommodate them if they could get a Peerless on to the ferry but both were unable to. However, I was able to arrange for our co-ordinator Hugh to join us in his TR2.

Peter and Maureen and their hosts, Ray and Lois, duly arrived at 11am on the day with the trip from Sheffield to Devon Hills taking a little over an hour.

Peter came well prepared with his photo album full of pictures from his 17 year Peerless GT restoration and looking at some of the bare bones photos it is pretty obvious that he has an intimate knowledge of all things Peerless. The standard of the restoration speaks for his former occupation as a cabinet maker. His Peerless was manufactured in 1958 and is an early car being chassis number 15. We then had a good look over my car which has chassis number 119 from 1959. A number of modifications were done on my car during its mid 1990s restoration, such as the revised front grill, the split screen windscreen, the colour-matched bumperettes, the transverse engine mount at the front of the block and the 60 litre fuel tank in the boot straddling the front of the spare wheel well.

I also took the opportunity to discuss a variety of other things such as chassis or commission number plates, the original rocker covers, windscreens, the rear side windows and the differential oil fill plug access. My fuel tank gets in the way of Peter's solution.



Peter Hudspith (UK) and David Pearce looking over David's Peerless GT

Hugh also has a TR4 which is having a body off restoration and knowing that Peter also has a TR4 he was able to run a few questions by him, one of them relating to seat belt anchorages. I also have to thank Hugh for looking after the ladies and making tea.

Lastly I was able to give Peter an update on the Melbourne cars of Jeff Leech and Trevor Burke and give him some recent photos of them. As well I presented Peter with a spare copy I had of Graeme White's Triumph Sidescreen TRs which he appreciated.

After a couple of hours, Peter and Maureen and their hosts departed for Launceston and lunch. It was a pleasure to meet Peter and establish a face to face Peerless contact with the UK, as well as meeting Maureen and their Sheffield hosts.

HISTORICAL RACING A TRIUMPH TR3



Andrew Gibson Racing at Winton

I have raced my Triumph TR3A, "Camilla" as an Historic production sportscar since 1999. She was christened "Camilla" - "the other woman" - by my dear wife!

Group S is the category for production sports cars, and the TR3A is in Group Sa - production sports cars up to 1960. For some time, I have meant to write reports of the various meetings I have competed at, but have never managed to get my act together - until now!

Recently, I competed at the Historic Winton race meeting in Benalla, near Winton in Victoria. The car went well - with no major problems, and drove into the trailer on Sunday evening with no obvious issues arising from three days hard racing.

Sadly, it is the exception to finish a meeting without a problem arising, and when it rarely happens, you have to pinch yourself to make sure it is not just pleasant dream. No matter how much pre-race preparation you do, you cannot anticipate all the possible problems that may occur when you subject a 64-year old car to 200+BHP, and revving to 7000 rpm over six to eight races over three days!

And then there is the transmission and suspension that has to cope with this abuse. I have broken hubs (front and rear), wheels, rear axles, gearboxes and pulled suspension mounts off the chassis. Over the years, all these items have been strengthened, and touch wood, will not break again.

Final tune up involves checking ignition timing, distributor dwell, (Sa requires mechanical points to be used), and balance the carburettors.

The pre race problems to be fixed before Winton were:

- failed starter motor (possibly due to the dreaded Triumph harmonics)
- manufacture of a new hub for the harmonic dampner (see later)
- replacement of steering worm with good second hand item
- overhaul front suspension, wheel alignment.

“Camilla”

Andrew
Gibson

The dampner hub had become loose on the crank, and became worn. Fortunately the (billet) crank was not damaged. ATI (USA) could supply a new dampner hub - but I would have to buy ten! Fortunately, Bob Bridge in Nowra was able to modify a Nissan hub to suit.

When re-assembling the front suspension, problems were encountered because a number of changes had been made to improve handling, and so the manual was often not much use, Eventually it all came together after a number of trial assemblies.

The car steered much better with the “new” steering box and wheel alignment, and the motor felt very strong - possibly largely due to correction of the timing which was found to be about five degrees retarded and would have caused the car to feel “dead” as it did at Phillip Island in March.

At this point, I should mention the help with pre - race preparation from my erstwhile team, Michael Fitzgerald and Don Blewett, without whose help, I would not have got to Winton.

Magnificent weather all weekend, and a full Group S grid of 36 cars. Sadly only three Sa cars: two Bugeye Sprites and me. The Group Sb and Sc cars included six 911s, a 928, a 924, four Corvettes, a De Tomaso Pantera, Datsun 240 and 260Z , Sprites, Midgets, MGB, Ferrari Dino 308GT4, Triumph GT6, three Alfa Romeo GTVs and a Fiat Spyder Abarth - good representation of production Sportscars up to 1979.

With the changes we had made the car felt like a different car on the track - much nicer to drive, and further improved when “we” (my team) re-mounted the front sway bar as it should have been.

The car was 17th on the grid of 36 - pretty good for the oldest car (and driver) in Group S. Great racing all weekend with Triumph GT6 and Datsun 260, and ahead of Porsche 924 and Ferrari Dino 380. No accidents or red flags and good clean hard racing.

Disappointingly, the older I get, the faster I was (I have had the lap record since 2018) and was not able to achieve that time again and probably never will. I still had a lot of fun.

I won the Alan Jones Memorial Trophy for the first Sa car, for the 3rd time. The trophy has been won by sidescreen TRs in the past - Gavin Bailleau (now Gerry Lawson’s car), Michael Heaton and David Orchard.

A most enjoyable event, especially as the car went into the trailer with no obvious problems on Sunday night. I’m almost afraid to look too hard and possibly spoil everything when I take it out of the trailer to prepare for the next event!

Racing a TR3A in historic racing is not just about the racing. Maybe 40% is racing, 30% is the people involved, and 30% the preparation of the car. It’s a lot of fun, and I don’t plan to stop anytime soon as long as I am competitive and safe. There **is** an award at the Winton meeting for the oldest driver - watch this space!



Harmonic dampner



Front suspension back together



Set to go



Changing the sway bar



Winners are grinners

1954 TRIUMPH TR2 - *Australian Debut*



The Sidescreen TR has reached a major milestone and holds a special place in terms of its colourful Australian history. It is a story we know all so well, despite the restricted deliveries of right hand drive TR2s it was right for the time and had built up a very loyal following because of its handling and excellent performance that are still up to modern day road use.

Australian debut

Seventy years ago on the first of April 1954, the Triumph TR2 roadster, made its public debut at the historic Melbourne Exhibition Buildings located in the Carlton Gardens.

A glamour event

This annual event had an air of excitement and glamour about it, as the Exhibition Buildings housed brand new cars from around the world worth many thousands of pounds. As Register members would realise, it was a socially different era back then. New car ownership numbers in the 1950s were steadily growing but because of price, many families on the basic wage and saving hard for a vehicle could only afford a second-hand car, despite the local motor industry expanding with General Motors Holden dominance plus an array of other British and European family models to consider.

There were **ten brand new models** on display including the 100 miles per hour Triumph TR2 roadster. Along with the TR, the Austin Healey 100, Morgan Plus Four and MG TF1250 made their first appearance for those thinking about a new sports car.

Introducing the roadster

There was little or no fanfare by today's advertising standards when the Triumph roadster was proudly introduced by Standard Cars Pty. Ltd, the Victorian and New South Wales distributors, alongside the company's other vehicles. The lucky custodians of those very first TR2s paid somewhere around £1050 Australian plus a sales tax of just over £129. Overdrive if fitted, cost £50 plus sales tax. The TR's sale price was to be adjusted again later in the year as a few more roadsters became available.

Just for the record, admission charges for this most memorable Motor Show were two shillings for adults and just nine pence for children.

Graeme White

CANBERRA *Capers*

Peter
McEwan



Hi Everyone

Not a lot happening on the TR front during winter. We had our normal breakfast gathering during the last month where we set about fine tuning arrangements for the upcoming Concours.

I would like to encourage those members intending on travelling to the Concours to make their accommodation bookings and complete their Concours registrations before the end of June if you have not already done so. This will enable us to have some certainty about finalising numbers etc for functions without a last minute rush.

Coming Events

Breakfast – Saturday 15 June, 9am

Our next breakfast gathering will be at the Gryphons Caffé and Bar, Barker Street Griffith on Saturday June 15th at 9.00am.

Xmas in July - 24-27 July

We have finalised arrangements for our Xmas in July run to be held from 24 to 27 July 2024. We will be visiting Young, Wagga Wagga and Tumbarumba with our Xmas in July dinner at Elms Restaurant in Tumbarumba on the final night. We have six couples attending from our surrounding area so looking forward to getting out and about again.

Peter McEwan | ACT Coordinator

**2024 Canberra Concours
1-6 November**



NSW *Events*

Kerrie
Holliday

What a fantastic autumn run we had recently based in Maitland.



Fighter World, Williamtown

Our first stop was Fighter World at Williamtown, celebrating the proud history of the RAAF. We had a guided tour by a retired RAAF volunteer. It was supposed to be a brief introduction but I think John McCormack and our guide were kindred spirits, so our tour was very personal and most comprehensive.



Our next stop was lunch at the Junction Inn Hotel, Raymond Terrace overlooking the Hunter River. With hearty sized meals, we were most definitely well fed and watered. Rowan Burns had suggested this location and we were disappointed that illness meant he and his family couldn't join us. As winner of the Restoration Class and Rookie of the Year at last year's National Concours, we were looking forward to also seeing his TR on the road.

A pretty country drive next took us to the historic Morpeth for a mosey around. Wet weather made for an interesting drive from there across to our motel in Maitland. As the Maitland Gaol had closed due to electrical and safety concerns, we instead joined a fascinating Maitland Dark Stories, True Crime Walking Tour that evening. We walked the streets of Maitland stopping at locations where foul play had occurred in the past. The dark and drizzle made for added atmosphere.

NSW Events



Devonshire tea at Tocal.
L→R John, Allison, Chris,
Russell, Kerrie, Jenny &
Sue



Forerunner to our TRs



Guess who just had to
ring the bell?

Sunday morning we visited Hinton, where Terry gave us an insight into the history of the local area including his family heritage. From here we drove through more pretty rural landscapes reaching the historic Tocal Homestead, built in 1841. An interesting connection with our club, was to past member Darcy Reynolds, whose family bought Tocal in 1907 and sold in 1926. In this time they bred award winning livestock, including breeding great racehorses, two of which placed first and second in the Melbourne Cup.



Sunday drive to Tocal



Sue, John & Russell
on the verandah at
Tocal homestead.



The big Kookaburra
Kurri Kurri

We lunched in Paterson, before visiting the beautiful four-acre Bath House Gardens in Oakhampton with its stone walls, lake, fountains, hedges and autumn colours. The nearby Walka Water Works provided another photographic opportunity in front of this 1882 heritage listed building.



Bath House Gardens



Kerrie & Russell
Holliday



Sue McCormack, Jenny &
Terry Hicks

As you may be aware, I do love a good mural or street art or painted watertank. So Monday morning saw us drive to Kurri Kurri for a mural walking tour led by the enthusiastic volunteer Bill. In a past life he was very high up in the corrective services and provided a most

informative tour of many of the town's murals which number over 60. Each mural has a kookaburra, the town's symbol, which had our eagle eyes looking even more closely at the artworks. Locals have been immortalised historically in many murals featuring the people of Kurri Kurri. We also saw the Big Kookaburra, made from car bonnets. Apparently, no Triumphs were harmed in it's making.

Images from Walka Water Works



Images from Kurri Kurri



A thoroughly fantastic time was had by Terry and Jenny, John and Sue, Chris and Alison, Cheryl and Darryl, and Russell and I on this autumn run.

If you think you'd like to join a run, then perhaps consider the Almost Christmas in June/July run to Bundanoon with places still available (details below) or the Rydal Daffodil Festival run in September. You are always welcome to join a whole run or to catch up for just the day or part of a day - whatever suits you best.

Wet weather didn't dampen our Farmstay run to Chris Olson's in Bathurst. We shared meals, good laughs and camaraderie, at the same time attempting to solve many of the problems of the world. On the way home on Monday, we drove to Oberon for a delicious farewell bunch and op shop browse, where some great finds were made and indeed purchased.

The newest lunch venue for the southern side of Sydney, George IV Inn Picton, was very well received. We were happy to see Ian Wall drive from Nowra in his latest acquisition, a silver TR8, for lunch and of course, show and tell. We were also happy to see Max Weston from Bowral join us.

NSW Events

Coffee mornings, lunch and other day runs in June & July

Every Wednesday 10am	Tathra Pub, 8 Bega St, Tathra <ul style="list-style-type: none">• Sapphire Coast Chapter organised run• Enquiries Bob Watters bobtr3@gmail.com
Sunday 2 June 8am	Autobrunch - St Ives Showground, 450 Mona Vale Rd, St Ives <ul style="list-style-type: none">• Cars and coffee• Enquiries nsscc.com.au or Andrew Ross andrew@tr-register.com.au
Wednesday 5 June, 10am	Pie in the Sky, 1296 Pacific Highway, Cowan <ul style="list-style-type: none">• Morning Tea• Enquiries Andrew Ross andrew@tr-register.com.au
Wednesday 19 June, 10am	Moses Barnes, 89 Argyle Street, Picton <ul style="list-style-type: none">• Morning tea• Booking and enquiries Jenny Hicks hicksjenny50@gmail.com
29 June - 1 July	Xmas in June/July, Bundanoon <ul style="list-style-type: none">• Weekend stay at Bundanoon Country Inn Motel 2 Anzac Parade, Bundanoon.• Two night stay:<ul style="list-style-type: none">• arriving Saturday 29 June• Departing Monday 1 July• Book your accommodation directly on 02 4883 6068.• As a heads-up, some persistence may be needed to connect with motel reception. <p>Saturday night traditional Xmas Dinner—approximately \$80pp at the Bundanoon Hotel. Last year’s meal was scrumdiddlyumptious to say the least! That’s why we are coming back for the repeat.</p> <ul style="list-style-type: none">• Bring a wrapped unisex Secret Santa gift valued at \$20pp. Hoping for the return of our fabulous grten elfin MC.• Sunday morning country drive, followed by afternoon tea at the MOleswoorths in Bundanoon.• Enquiries and confirmation of attendance to Kerrie kerrieholliday@hotmail.com or 0407 498 506
Wednesday 3 July, 10am	Pie in the Sky, 1296 Pacific Highway, Cowan <ul style="list-style-type: none">• Morning Tea• Enquiries Andrew Ross andrew@tr-register.com.au
Sunday 7 July, 8am	Autobrunch - St Ives Showground, 450 Mona Vale Rd, St Ives <ul style="list-style-type: none">• Cars and coffee• Enquiries nsscc.com.au or Andrew Ross andrew@tr-register.com.au
Wednesday 17 July, 10am	Moses Barnes, 89 Argyle Street, Picton <ul style="list-style-type: none">• Morning tea• Booking and enquiries Jenny Hicks hicksjenny50@gmail.com

Upcoming Events

**Wednesday
7 August**

2 Ferries Run

- Run in the Hawkesbury region
- Enquiries Andrew andrew@tr-register.com.au

14-16 September

Rydal Daffodil Festival Weekend Run

- Two night stay:
 - Arriving in Lithgow/Wallerawang area 14 September
 - Departing Monday 16 September.
- Motel TBA
- Visit to Rydal Daffodil festival and local drives
- Enquiries Andrew andrew@tr-register.com.au



Pie in the Sky regulars

**Have you updated your
gallery page?**

“How to”
instructions on the home
page.

Direct link:
[https://trregister.azurewebsites.net/
help/4](https://trregister.azurewebsites.net/help/4)

BIRTH CERTIFICATES

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

QUEENSLAND *Events*

June/July Events

1-3 June

Winter escape to Stanthorpe

- For details contact Sue McLeish outside school hours on 0407 723 116

Sunday 2 June
9am

Gold Coast Drive

- Meet at Arthur Earl Park, Nerang
- Start with a coffee stop then onto a park for an open air picnic lunch.
- Members requiring additional information can contact Paul Bingham on 0419 740 717 or email p_r_bingham@hotmail.com
Please note BYO picnic lunch and a chair.

Sunday 16 June

Samford & Surrounds Art Trail

- 45 local artists participating at 22 different locations spread between Samford Village, Yugar, Warner and Dayboro.

This link will take you to the guide book showing full details of each artist, their location and what they specialize in - [Online Flipbook \(heyzine.com\)](http://heyzine.com)

A brief overview showing the artists and studios follows.

8.30am - Meet at "home on the Green", 22 Fulcher Road, Red Hill (at the Bowling Club) for coffee and catch-up.

9.30am - Leave for drive tpo Samford Village (30 minutes). Given the number of options available, it will be up to you to choose which artist or studio takes your fancy. As lunch is at Dayboro, you can always see the Dayboro artists after lunch.

12.30pm - Arrive at Dayboro Hotel for lunch.

If attending, please advise by 13 June to one of the options below.

- Sue McLeish on 0407 723 116 (outside school hours)
- Email secretary@tsoaq.org.au
- Phone or text Mike on 0418 083 098

Wednesday
3 July

Mid-week catch-up

- Details to follow shortly.

Sunday 7 July

Gold Coast Drive

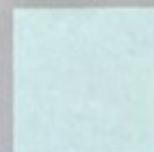
- Meet at Arthur Earl Park, Nerang
- Start with a coffee stop then onto a park for an open air picnic lunch.
- Members requiring additional information can contact Paul Bingham on 0419 740 717 or email p_r_bingham@hotmail.com
Please note BYO picnic lunch and a chair.
- See map and list of artists on the pages following.



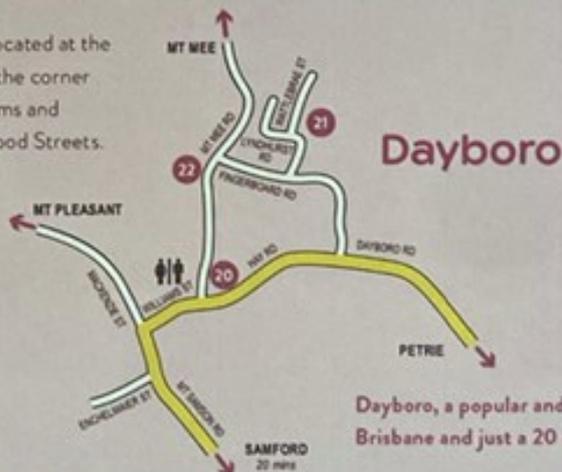
Visitor Map

PLEASE NOTE Maps are not drawn to scale. Venue positions are indicative only.

SCAN FOR GOOGLE MAPS



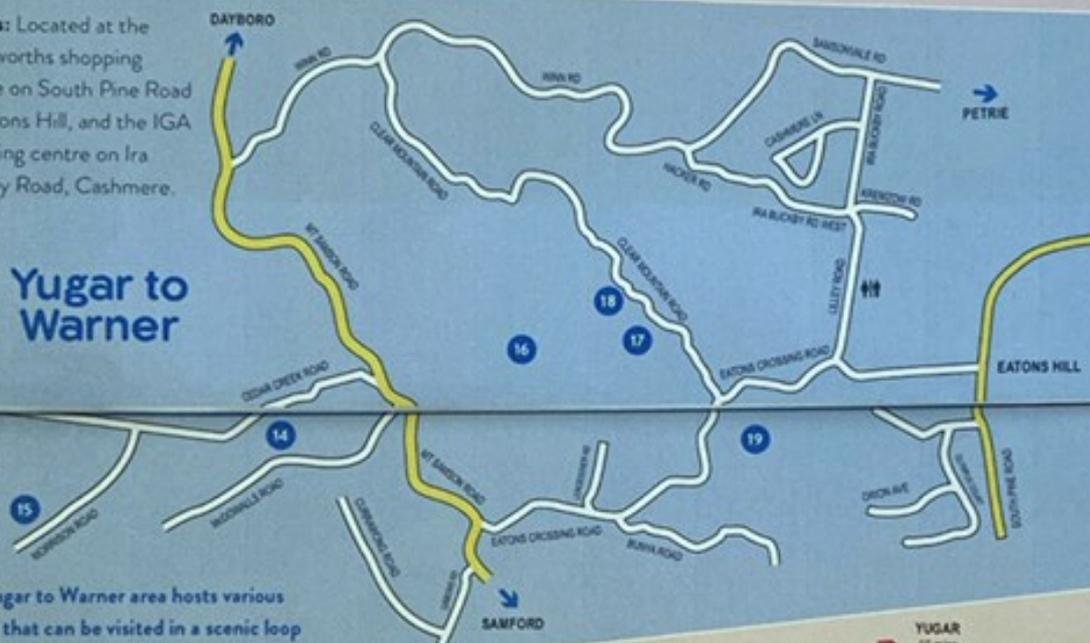
ATM: Located at the IGA on the corner of Williams and Heathwood Streets.



Dayboro, a popular and relaxed village, is 46 km NW of Brisbane and just a 20 min drive from Samford Village.

ATM's: Located at the Woolworths shopping centre on South Pine Road at Eatons Hill, and the IGA shopping centre on Ira Buckby Road, Cashmere.

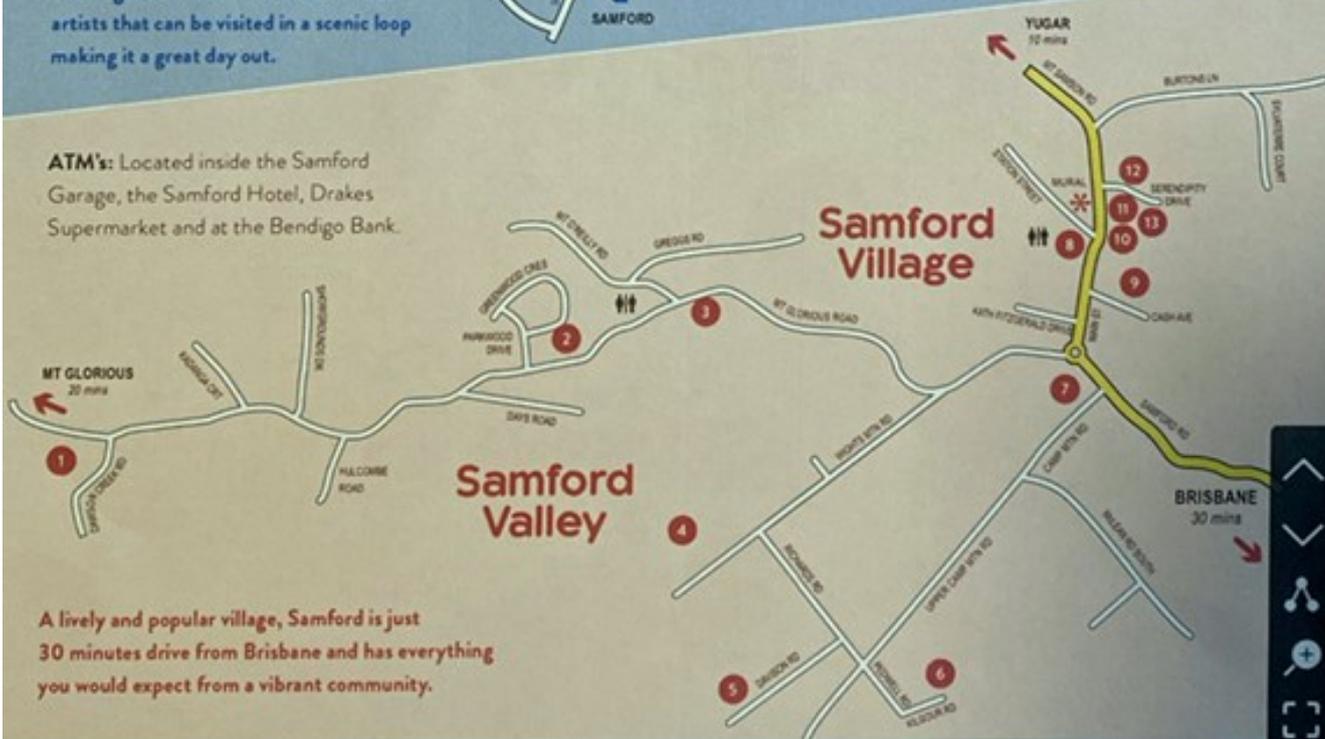
Yugar to Warner



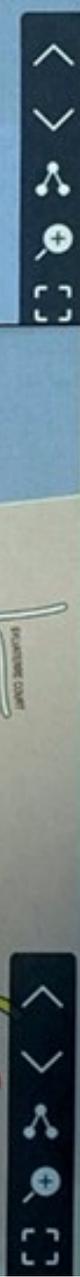
The Yugar to Warner area hosts various artists that can be visited in a scenic loop making it a great day out.

ATM's: Located inside the Samford Garage, the Samford Hotel, Drakes Supermarket and at the Bendigo Bank.

Samford Village



A lively and popular village, Samford is just 30 minutes drive from Brisbane and has everything you would expect from a vibrant community.



QUEENSLAND *Events*

Open Studios - Samford & Surrounds Art Trail			
1	Karen Hannay Keira Kavetsky	Ceramicist Visual Artist	7 7
2	Jon Linkins Stalla Danalis	Photographer & Printmaker Visual Artist & Designer	8 9
3	Deb Pettigrew Heather Mercer Jenni Meek Samantha Docherty	Visual Artist Visual Artist Visual Artist Fibre Artist	10 10 11 11
4	Diane Kime Gaetano Moschella	Visual Artist Wood & Resin Artist	14 14
5	Lance Boucaut	Visual Artist	15
6	Desiree Ringrise Maggie Moore	Visual Artist Visual Artist	16 17
7	Diane Minnaar	Visual Artist	19
8	Samford Art & Craft Association	Various Artists & Artisans	20
9	Linda Brandt Renuka Russell Tatiana Afonina	Visual Artist Visual Artist Visual Artist	20 21 21
10	Chelsea Lomandra	Visual Artist	22
11	Billeen Finch Eltika Bouwer Fiona Argent Janna Quarantotto Margaret Turner Phil Cawthan	Visual Artist Visual Artist Jewellery Artist Visual Artist Visual Artist Visual Artist	23 23 24 24 25 25
12	Bethan Burton	Visual Artist	26
13	Shan Wood	Visual Artist	26
14	Wendy Bailye	Textile Artist & Feltmaker	37
15	Ella Evans Helen Evans	Visual Artist Visual Artist	38 39
16	Pat Hall	Visual Artist	40
17	Jeanette Hides	Visual Artist	40
18	Christa Coetzee	Visual Artist	41
19	Glen Pacholke Judy Pacholke Deon Cloete	Visual & Wood Artist Visual & Wood Artist Visual Artist	42 42 43
20	Dayboro Art Gallery	Various Artists & Artisans	47
21	Danielle Latta	Visual Artist	47
22	Ann Gillespie Jill Lincoln Kathryn Tombs Kylie Harries Lisa Hobbs Melanie Outridge Trudy Anne Brooks	Ceramic Artist Visual Artist Visual Artist Visual Artist Visual Artist Visual Artist Visual Artist	49 49 50 50 51 51 52

Greg
Parker



June/July Events (continued)

Sunday 14 July

Mac's Bridge Classic Car & Aircraft Festival

- See right for details.

The organisers are looking for volunteers to assist with the event.

If you can help please contact Pearce Bowman:

(pearcebowman@gmail.com)

or

Mike (secretary@tsoaq.org.au)

text or call 0418 983 098



2024 MAC'S BRIDGE Classic Car & Aircraft Festival

SUNDAY JULY 14 2024 | CABOOLTURE AERO CLUB
Aerodrome Road, Caboolture
(see reverse for location map and directions)

10151 Community Hub

TRIUMPH SPORTS OWNERS ASSOCIATION QLD have been joined by **MX5 CLUB QLD** and **CABOOLTURE AERO CLUB** in organising the 2024 event which will be at a new location with exciting new attractions. In addition to the usual car display, visitors will be able to view a selection of classic aircraft exhibits. Three awards for Presidents Choice are to be presented at completion.

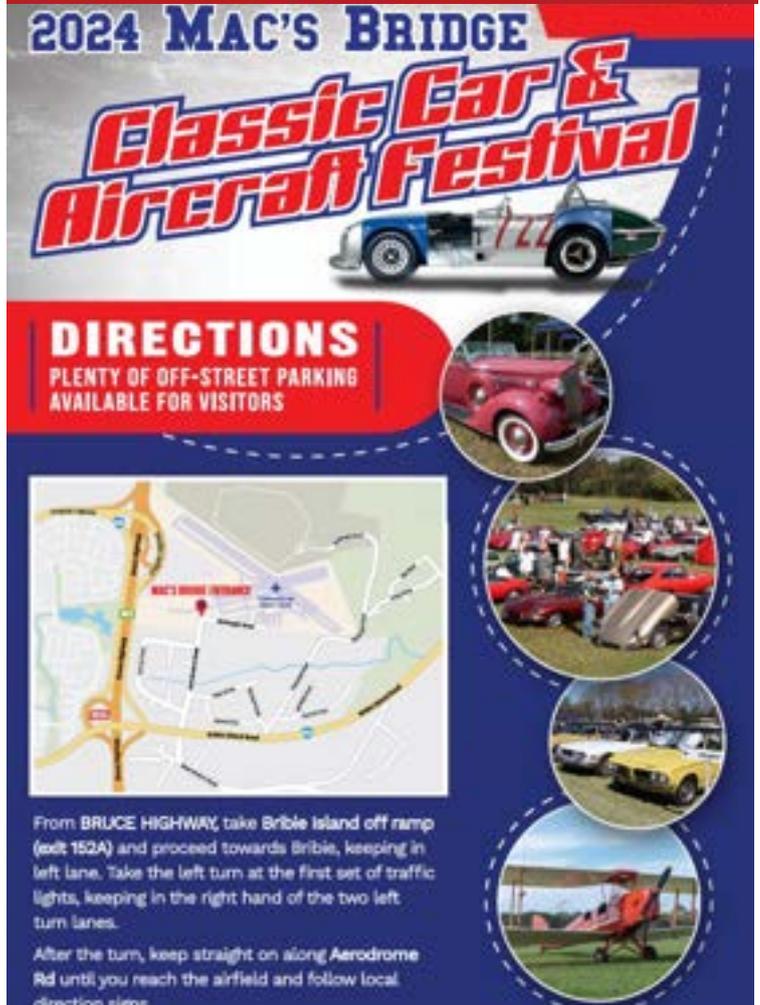
HOSTS / ENQUIRIES
MURRAY CLARK - murrayclark@bigpond.com
PEARCE BOWMAN - pearcebowman@gmail.com

EXHIBITOR FEES
DISPLAY CAR - \$20 PER CAR
VISITORS (INCLUDING PARKING) - \$15 PER CAR

EVENTS OPEN
DISPLAY CARS - 7:00AM
VISITORS - 9:00AM

TICKETS → www.eventbrite.com.au/e/2024-macs-bridge-classic-car-aircraft-festival-tickets-633925502627

For more information visit TSOAQ.org.au and click on the Macleans Bridge page just under the logo



2024 MAC'S BRIDGE Classic Car & Aircraft Festival

DIRECTIONS
PLENTY OF OFF-STREET PARKING AVAILABLE FOR VISITORS

From BRUCE HIGHWAY, take Bribie Island off ramp (exit 152A) and proceed towards Bribie, keeping in left lane. Take the left turn at the first set of traffic lights, keeping in the right hand of the two left turn lanes.

After the turn, keep straight on along Aerodrome Rd until you reach the airfield and follow local direction signs.



TASMANIAN *Report*

In the absence of our co-ordinator Hugh it has fallen to the former scribe to pick up his pen again. The bumper Sidescreen issue # 132 was a good read with many interesting and informative articles. Thank you contributors.

Reflections on issue #132

President John's recollections, From Small Things, Great Things Grow could - in my opinion - be the genesis for a publication to commemorate the Register's 50th anniversary if the club was of a mind to so do.

Jack Evan's History of a 1930 Triumph Super Seven Roadster reminded me of a dispersal sale for the Ranelagh Motor Museum in the Huon that I went to early this century. There was a similar complete car and a spares car sold off. Later on I was contacted by the late Martin Frosh of the Triumph Pre-1954 Register who was keen to see where it ended up.

Neville Turbit's Wire Wheels was well written and illustrated and explanatory.

I found that I could relate to Ken Bedwell's Seals and Additives and apart from using Penrite products, I too have noticed that Valve Saver seems to have disappeared from the stockists' shelves. As the Peerless doesn't have hardened valve seats I have gone to Penrite Valve Shield as well.

Reading Rowan Burns' account of his DYTD run in the newly restored TR3A reminded me of a similar happening in my TR3A not long after being back on the road, with missing and back firing in a big way.

It has been fairly quiet on the island in the past couple of months with some absentees from time to time and no starters for the Devonport Car Show and Picnic at Ross.

Membership catch-up

Recently I have been in contact with some of the membership for a catchup. I was in Hobart late in March for the Triumph Owners Tasmania AGM and caught up with Martin and Daphne Osborn. It's a year or so since Martin seriously damaged his left and good shoulder. After a long recovery and rehabilitation period he is now driving again albeit the MG ZT 190 to start with but is looking forward to getting the TR3A off the hoist soon.

While at that meeting I spoke to a couple of the TOT members who failed to make it to Miena on Drive Your Triumph Day. The overheating TR4 is back on the road having had the head off and a new radiator fitted while the Stag has a new set of alloy wheels plus a new set of studs all around. It turns out that a previous owner had fitted the bolt on wires that were a sloppy fit on the studs and consequently worked loose and started to shear the studs.

I was speaking to Lance Hadaway recently thinking that he might have the red TR3A reregistered by now, but not yet. He has fitted a new set of spark plug leads and is waiting on some mounts for the Webers to arrive.

We haven't seen John Baker on a run in a while so I called around recently to see him and Margaret. John assured me that he still gets the TR3A out for a run and had recently taken the dog to the exercise park in it.

Stephen Rochester let me know that he and Ginetta wouldn't be going to Canberra but he did have some good news in that he has finally got the powder blue TR3A back from the restorer and it is registered and on the road. It has been a long wait.

Hugh had been working on the TR4 body before going away. Most of the welding is now done and the body has been fitted to the completed chassis for trial fitting of the panels. Hugh has emailed to me some of his thoughts on 98 RON fuel which follows.



Still in Sicily drinking and eating around the island [Jealous! Ed]

Just thought I might add my thoughts on 98:

You may recall my TR2 died on a MG Car Club run reported a few issues back.

The cause was some residual 98 octane fuel left in the fuel line that had turned into a thick gum.

To make matters worse I used the old fuel in my mulcher which subsequently stopped working. After completely stripping the carburettor, the same gum was found very hard to dissolve even with carby cleaner. The TR2 has been fixed by blowing the fuel line into the tank and using fuel injection cleaner in the next two fuel refills. My engine for my TR4 (virtually same spec as my TR2 motor) has been run in and tuned for 95 fuel. My engine tuner doesn't recommend the use of 98 fuel at all even in race engines and certainly never leave it in a motor for long periods. I won't use 98 again unless I am going to use the whole tank.

Disclaimer I am a civil engineer not a mechanical one but this is my experience

Hugh

Concours

It looks like we have three cars going to Canberra this year, Hugh and Jude Maslin in the TR2, Jeff Mount in the TR3A and David Pearce in the Peerless GT.

AGM - Office bearer retirements and thankyou

- **President John** retires after five years. I would like to thank him for his dedicated leadership. Russell has paid a very fine tribute in issue #132 Changing of the Guard.
- Hoping our **Secretary Bob Watters** finally gets the break he deserves. He has been very diligent in the role of Secretary and a great communicator. Bob already had a lot of runs on the board before he took the role.
- **Former Membership Secretary Tony Knowlson** is retiring having settled Andrew the role. I first met Tony at the 1997 Canberra Concours. My TR3A was not on the road and I travelled with Victorian members in another car. On the return, Tony invited me to drive his well travelled TR3A down the Hume Highway (for about 150 kms). At that stage my own car had been off the road for eight years or so.



Upcoming Events

Monday 10 June
10am - 1pm

British Classics Launceston

- NAMT, Lindsay Street, Launceston

Sunday 20 October
9.30am start

Predominantly from Britain to 'Bunna Car Show

- Village Community Centre
- 20 Melbourne Street, Triabunna

Saturday 20 -
Sunday 21 October

Motorama Tasmania

- Symmons Plains Raceway

Friday 1 - Sunday 3
November

Baskerville Historics

- Baskerville Raceway



Image of a poster from 70s or 80s provided by John Kay.

THE LEGEND OF THE TR by BILL STROUD



The calendar for the next couple of months is again fairly full, and the past couple has provided a mixed bag of events and attendees.

The **Eddington Sprints** were run late in March, with Michael Daley running his TR3A. I didn't catch up with him as I was busy with other things, but it was good to see a sidescreen TR back there.

The **April dinner at Wheelers Hill** was well attended and enjoyed by all. As usual everybody caught up with what was happening and the problems of the world were solved.

Lunch at Lady Lavender's in Bunyip was on April 21. Most of us assembled at the Stamford Inn, for a lovely drive through the hills to Bunyip, via Emerald and Cockatoo, great TR roads with a mixture of tight forest roads and rolling open country. We met the rest at Larry Evans' place to have a look at his TR2s, one with NZ racing history, before going for lunch at Lady Lavender's. Both TRs will need lots of TLC, but should be on the road one day.

April's coffee morning didn't happen. Just as people started to arrive, an accident out the front involving a car and a power pole meant that the power was cut off – no coffee or hot food. Hopefully next time will be better.

The joint **Show and Shine** was held with the TCCV. Quite a few members turned up, and from all reports a good day was had by all. I was unable to attend, my son's birthday taking precedence.

The **lunch at Tooborac** was well attended with members from Bendigo, Marong and Shepparton, as well as Melbourne. It was pleasing to see Hugh and Meridee there, Meridee driving the TR up from Melbourne. It was good to catch up with a few different members, and find out what they had been up to.



The **coffee morning in May** was well attended, 18 people plus a couple of hopefully 2024 members.

The calendar for the next few months is attached, we need people to let me know if they are attending, so bookings can be arranged.

Upcoming Events

6 June 6pm	Dinner at Wheeler's Hill Hotel. Numbers required for booking.
28 June 10am	Coffee/breakfast at Mister Fox. Numbers please.
21 July 12.30pm	Lunch run to Flowerdale Hotel. Numbers please
26 July 10am	Coffee/breakfast at Mister Fox. Numbers please.
6 August 6pm	Dinner at Wheeler's Hill Hotel. Numbers required for booking.
23 August 10am	Coffee/breakfast at Mister Fox. Numbers please.

