
Sidescreeen



**JOURNAL
OF THE
TR REGISTER
AUSTRALIA**

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From the editor

I asked for magazine content. You answered. *Thanks!* I received so much, I have to hold some over until next issue. [Good problem to have, I say!]

In this issue, photo coverage of Drive Your Triumph Day, NZ Concours, and member outings will give you a taste of recent activities.

It is Annual General Meeting time (information included in this issue). Will you nominate for the committee? If you want a better feel for what's involved, reach out to the current committee.

Planning to attend the Canberra Concours in November? To help plan your trip, Canberra attractions are highlighted. In future issues, we will cover places of interest on the outskirts of our nation's capital.

Don't forget to take advantage of the accommodation deal which ends 30 June.

Registration is easy through the website. Just make sure your profile is up-to-date. Details in the Webmaster's Report.

Enjoy your autumn drives.

Mary  & Scout

PRESIDENT'S *Message*

From small things great things grow

The TR Register has grown into a significant organisation that has an impact on all our lives. From humble beginnings it has grown to a club with over 320 members. Over a thousand owners have been members over the club's 48 years.

As one of those involved since the beginning, I thought I should find the very earliest records of the creation of club and provide a bit of the early history. Our Life Members John Murn and Alan Mitchell have generously given their time over the past few weeks to correct my sometimes faulty memory and add their recollections from those first few years.



The search for the advertisement

I clearly remembered that about two months after I bought my BRG TR2 in February 1976 there was an advertisement in the Sydney Morning Herald calling for a meeting of TR2 and TR3 owners interested in forming a TR Register.

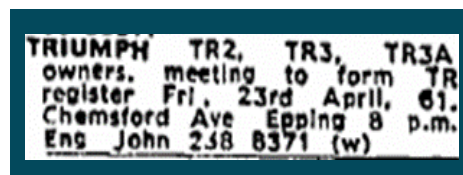
The Herald has an online archive of their classifieds so I paid my \$15 for 24 hours access and started searching. The archives are very poorly done and the searches are quite random. You put in Triumph TR or Triumph meeting etc with the date range you want (early March to the end of May 1976) and you get hundreds of hits often in indecipherable hieroglyphics.



After a couple of frustrating hours I stumbled on the ad for the first Register run that was held on Sunday 16 May 1976. As I recall, my girlfriend of the day and I joined half a dozen or so cars at Parramatta and drove out to the Norman Lindsay gallery in Springwood where we had a picnic lunch. My first drive in a TR convoy and I was stoked

I contacted John and Alan for their recollections of this run. Alan's comment was "I do remember going to Norman Lindsay's, and not having been there before, I remember being shocked at his fixation in paintings and sculptures of naked women with big bottoms, and naked men with demonic faces." It was a different time!

Another few hours searching and I finally found the advertisement I've remembered for nearly 50 years. The ad on the right, asked TR2 and TR3 owners to come to a meeting on Friday 23 April 1976 at 61 Chelmsford Ave, Epping to form a TR Register. Enquiries to 'John' with a work number.



The meeting at John's home

My then girlfriend and I drove the TR2 out to Epping from our Randwick unit for the meeting which was at John Murn's home. I remember John Murn, Alan Mitchell, Keith Manion, Roger Gates and Allan Marshall. John and Alan also recalled that Rob Noonan, John Cole and possibly Max Bower were there.

I think I was the newest owner. Everybody else seemed to already know each other. I was also possibly the youngest at 22. The others all seemed quite old to me but in reality most were only a year or two my senior.

My recollection from the meeting was that the driving purpose for forming the Register was the rapid deterioration of the sidescreen cars and the loss of Leyland support for sidescreen TRs, critically the unavailability of spares. Leyland Australia had stopped supporting early TRs. Alan and I recall they were encouraging owners to buy the new TR7. I know my local dealer in Nowra, Rudder Motors, took many of their TR2/3 spares to the local tip.

Discussions had been held with TSOA NSW for support to get spares from the then fledgling classic spares providers in the UK (e.g. Cox and Buckles) and USA. TSOA did not support the proposal so John and Alan decided to take another path. Hence the meeting and the formation of the TR Register which was purely for sidescreen TRs.

As Alan and I recall there was only one dissenting voice at that initial meeting. So with near unanimous agreement of half a dozen or so sidescreen owners, on that night of 23 April 1976, a decision was made to form the TR Register Australia.

Background to the Register's formation

John Murn tells me he always saw the Register as a register of cars, tracking them down, organising and sharing spares rather than a club as such. John didn't see it as a breakaway from TSOA or an alternative, only as something separate and additional. John always wanted the Register to be national rather than NSW state based, as was the TSOA NSW. This made sense as the intended purpose of the register being procurement of spares required as many cars as possible. Remember this was before Moss, Rimmers, The Roadster Factory and all the others now available.

... members may have seen it as almost traitorous and emotions were quite high ...

Alan Mitchell recalls "*The real catalyst was at the TSOA meeting at Zetland, when a Leyland man came into the meeting, interrupted it quite rudely and announced that Leyland were no longer going to supply new parts for these old cars, but we will sell you a new TR7. This spurred John Murn on to calling the meeting of sidescreen owners, to form the TR Register and import parts from the UK. He was not going to lie down and cop Leyland's proclamation about the death of old TRs.*" I got near exactly the same message from Rudder Motors.

The TSOA had initially formed for TR2 and TR3 sportscars in about 1960. So to have another grouping for TRs was quite difficult for some. A few TSOA members may have seen it as almost traitorous and emotions were quite high in a few.

I was then and am now a TSOA member. I'm still sometimes asked what happened and why sidescreens are in a separate club. Often the people asking were barely born in 1976. It is mainly curiosity but maybe a touch of disappointment that there are few sidescreens in TSOA.

John was surprised when there was so much consternation from the TSOA leadership. In hindsight, he feels a closer relationship with TSOA could have been possible, though the logistics may not have been easy with the TR Register being national. It was certainly difficult for some long-term TSOA members with sidescreen TRs to countenance the formation of the TR Register.

PRESIDENT'S *Message*

John says:

"The reason why it was only early cars was because that's where our passion lay. They were the cars that were disappearing from events and the roads and (hard though it is to imagine now) later TRs were seen as quite modern in comparison and really quite different. TR4s were just over ten years old and TR6s were probably still available new. Even some TR3As were only fifteen years old but just about all had been pretty much driven into the ground.

The TR Register has always worked hard to get all cars in through their owners by low membership fees, the parts supply, a great publication and technical support. It was always my aim to be in contact with owners and have their car details whether or not they actually wanted to be a member, hence our regular chasing up and renewing contact with people who had fallen off the membership list. TSOA is a more traditional car club with 'interested' members."

My thoughts were that restricting the Register to sidescreens only, apart from the matters John raises, was the desire to minimise the hurt the formation of a separate Register would cause. If the Register had included all TRs, or even just TR4/4A, I believe it would have caused a larger rift between the two groups. This would have been most disappointing.

Today we have owners who are members of both the TR Register and TSOA. We increasingly look forward to doing things together eg the 100 year anniversary at Bathurst last year, the All British Day and Drive Your Triumph Days.

Efforts to grow the register

John and Alan were the key people, our first two Life members. They both worked tirelessly for well over a decade to build the club from those beginnings.

In the period 1976 - 78 on my way to my Randwick flat on Friday afternoons, I regularly called into Alan Mitchell's parents place in Cronulla. I'd sometimes spend some time with Alan's parents until he got home when we would head to his dad's garage and meticulously wrap and post the new spares to members. It was this passion and commitment to providing a service to the members that built the club.

There were 15 cars at the first Concours

John advises that while the majority of runs and meetings in the early years was Sydney based, big efforts were made to build the membership. He says:

"This was the case for meetings and runs etc. I don't recall when the first interstate national meeting was. The first two or three were at Parramatta Park as you know. The membership though was a different matter. We worked hard at tracking cars and their owners down around the country. Alan and I did a trip right round the coast in my 1966 long wheelbase 4cyl Land Rover in (I think) 1978. The Land Rover had big Triumph or maybe TSOA or Ecurie Triumph stickers on it that Alan supplied. We called in on just about every member we knew of around the country, followed any early TRs we saw and spoke to the owners, and were introduced to friends and acquaintances of the people we met who also had TRs etc. That did a lot to get a sufficient groundswell of members in place, so that numbers continued to expand around the country through word of mouth."

Alan advises the 1978-81 Concours were at Paramatta Park and 1982 at Freshwater Beach. The first out of NSW meeting was 1983 at Chirnside Park, Melbourne where 20 sidescreens turned up with Rodger Walker winning, Brian Richards 2nd and Allan Bare third. Some familiar names there. There were 15 TRs at the first concours, then 21, 33, 22 & 18 at Freshwater beach.

We now have nearly 350 members, are a true national club with Committee members from nearly all states and probably 400 or more cars. We have new and second hand spares, events nationwide, an annual Concours, technical publications, member support networks and our club historian has a Register of the TRs we know of in Australia.

While I was one of those at the beginning, I was only a bystander in the formation of the club. The vast majority of the club's members and activity through the rest of the 70s and into the 80s were Sydney-based. I was stationed 100 miles away (3-3.5 hours drive back then) in Nowra and was often at sea or deployed somewhere. I joined in weekend runs when I could.

Of those at that April 1976 meeting John Murn, Alan Mitchell, Rob Noonan, Keith Manion and myself are still members and TR owners. I think all still have the TR they had back then.

Oh, and the lone dissenting voice back in 1976 still has his TR3A and is a great guy, a good mate of everybody and often brings his car to Register coffees. There are no hard feelings from that quarter.

I hope this little bit of our history is of interest to members.

The new website

Back to more recent matters, the new website is up and running. Teething problems have been few I'm pleased to say. Thank you, Ross.

If you do have problems, please contact your state coordinator or one of the Committee and we will hopefully sort it out. If we can't I'm sure our Webmaster Ross McLeod can.

You must login to the new website to access Member-Only areas like spare parts. Logins to the old website are now gone so you MUST log in to this website now.

Instructions on how to login are provided on the front page. If you have any difficulty please contact your state coordinator, a Committee member or just ring me.

Could I encourage as many of you as possible to update your Member Profile and create a gallery page for your car(s)? The more the merrier. It is hoped we can transfer the old gallery across to the new website but this could be some time away.

Please see my separate note re access to the Forum on the new website on page 13.

All the very best wherever you are.

Get the TR out as often as you can.

Cheers

John McCormack

President | TR Register Australia



BIRTH CERTIFICATES

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



I think our feet are back on the ground after a three-week trip around New Zealand's South Island. Of course, it was the TR Register New Zealand annual concours, this year held in the lovely town of Alexandra. There were 83 cars entered, 14 of those were sidescreens: seven TR2s, two TR3s and five TR3As.

Tracey, Elizabeth and Ivan Powell and I were once again given the Royal treatment. We also met up with Sydney TSOA members Phil and Bev Trengrove.



The trip was highlighted by staying in some wonderful BnBs and eating lots of fresh seafood. Of course, cars were the main feature. Ivan secured a tour for Frank and me around Rodin Cars. This place is impressive! It would take pages to explain, but it was like walking into a surgical room. Check out their website: <https://www.rodin-cars.com/>

We also had the chance to visit a small modest coach builder who builds and repairs one-off specials, mainly Ferrari and Mercedes. That was another fantastic visit.

Thanks to the New Zealanders for their hospitality and generosity in giving freely a TR6 for the weekend, then allowing Ivan and I to punt a TR4 LeMans replica and a lovely TR3 around Teretonga Park Raceway, the southernmost racetrack in the world.

Expect to see and welcome some more of our Kiwi comrades in 2025. Along with Ann and Frank Cleary, they're keen to cross the Tasman and enjoy some of our Aussie hospitality.

The perpetual trophies explained - Murn Mitchell

The Murn Mitchell Trophy is awarded in recognition of founding members John Murn and Alan Mitchell. They had the foresight in 1976 to form our Club to preserve TR sidescreens and provide parts and tips to keep them going. The Trophy is awarded to the overall winner of the Concours.



The trophy was first presented in 2017 and the first recipient was Keith Brown with his lovely Red TR3A.

Canberra Concours

This year's event is fast approaching and as always, we are looking for judges. Please think about putting up your hand to help with judging. I will run a zoom session on judging closer to the event.

For this year's concours, I have registered via the website. I would like to say how easy it was to fill in the gaps and pay - job done! Simple!

Thanks to Ross for making the process so effortless.

Cheers for now.

Ian Cuss | Vice President

SECRETARY'S Report

Bob
Watters



A belated happy new year to everyone. The passage of time certainly doesn't slow down in this modern age.

I suspect most members have made well-intentioned new year resolutions to improve their personal life however why not resolve to become more involved in the club - whether to just attend more events or to become really involved and join the committee.

TR Register Australia Annual General Meeting Tuesday 18 June

The AGM will be held on Tuesday 18 June (full details will be included in this *Sidescreen*). It is not too early to consider how you can become more involved. Talk to a committee member (there is one in every state apart from WA) about the great satisfaction gained from being part of the team that manages the club on behalf of all the members. Alternatively talk to your State Coordinator about events in your area or even suggest a run and assist with the planning. Your input will be welcomed.

As everyone would have noticed, the survey results printed in the December-January *Sidescreen* highlighted the majority of club members fall into what can be politely described as the Senior Citizen demographic. This is true of the committee and new and younger members (of both genders) need to become more involved if the club is to continue to be so successful.

Consider how you can become involved. Your club needs you.

Bob Watters | Secretary

Brings high adventure down to earth!

Our TR-3 is shown at Jacques Iste's Sport Parachuting Center in Orange, Massachusetts

To some people, sky-diving may be a little more exciting than driving a TR-3. But one thing is certain. The TR-3 brings such a thrilling new high to driving pleasure that today it is America's largest selling sports car. The secret? You don't have to be a "sports car driver" to have fun in a TR-3. The solid suspension and easy response that have placed the TR-3 first in class in practically every major European rally make it more enjoyable to drive on a super-highway or down to the local supermarket. The savings are also fun. The TR-3 gets up to 35 m.p.g. ... costs \$500 less than any comparable sports car. Remember—TR-3's are built to stay snug and comfortable even in damp, raw British weather. Now's the time for Triumph. Why wait? **TRIUMPH TR-3 ONLY \$2895***

Six reasons why the TR-3 is your best sports car buy:

1. **DISC BRAKES:** Standard equipment on front wheels for maximum braking efficiency; will not fade, grab or lock.
2. **1991 cc. ENGINE:** 100 horsepower; top speed: 110 miles per hour; acceleration: 0-50 in 8 seconds.
3. **GEARBOX:** 4-speed; short throw for easy shifting; heavy-duty synchromesh in 2nd, 3rd and top offers rugged, smooth operation.
4. **FRAME:** Rigid "X" type for stability; rust-free steel.
5. **HAND BRAKE:** Racing type—central; self-lubricating; has quick release "throw-off" action.
6. **RACING CLUTCH:** Heavy duty; self-lubricating; long life.

OPTIONAL EXTRAS: Overhead valve; 21" front and rear wheels, white walls and others extra. **PRICE:** \$2895. **SERVICE:** Dealers in every state—\$2500 of them in all.

*At U.S. Ports of Entry, plus state and/or local taxes—slightly higher West Coast. Standard Triumph Motor Company, Inc., Dept. A-197, 1245 Broadway, New York 34

Left, an old TR advertisement - provided by Neville Turbit.

The Daily Telegraph and Morning Post
LONDON, MONDAY, SEPTEMBER 4, 1939

Triumph Assets Sold

It is announced that the assets and goodwill of the Triumph Company, of Coventry, have been acquired by Thomas W. Ward, of Sheffield. The sale includes the Gloria and Stoke works. The manufacture of Triumph cars is to be continued. A receiver has been in possession of the Triumph works on behalf of the Debenture holders since June and on July 10 he invited offers for the business. No details of the terms of sale are given but it is stated that there is to be a further announcement regarding the future programme. It was announced on July 10 that the valuation of the two factories as a going concern was £305,229. In addition, the balance-sheet at Dec. 31 last showed stocks and work in progress of £126,656. Against this the company has outstanding £162,544 of secured bank loans, £91,396 of other creditors and a share capital of £300,000. It appears, therefore, that the outlook for the shareholders is not particularly attractive.

Above article from The Daily Telegraph, 4 September 1939 about the sale of the Triumph motor company. Sent in by Paul McEwen.



Website working for members

The ability of new and existing members to join or renew their membership is already working well through the new website.

Likewise, members can now update their details, addresses, phone and email, on the website personally once you have formally logged in. Instructions to log in for the first time are on the home page.

Membership renewal

The new website provides the ability for people to complete new membership and annual renewal applications themselves. Reminders will be provided in Sidescreen prior to 30 June when renewals for the next Financial Year are due.

Further details or clarification can be obtained from the Membership Officer, Andrew Pitchford, or Webmaster, Ross McLeod.

New members

Two new members have joined the TR Register since the last publication of Sidescreen and both utilised the new website application form.

State	Member	Location	Vehicle
NZ	Christopher Madigan-Stiebel	Auckland	Associate
Vic	Brian Knight	Huntingdale	TR2

Name badges

In taking over as Membership Officer in January 2023, I have been somewhat remiss in not organising name badges for new members. I am in the process of rectifying this once I have finalised arrangements with a new supplier.

I will get badges out to new members, those with Membership numbers post 1012, as soon as possible. If longer term members wish to obtain new name badges for either themselves or their partners these can be purchased for the cost of supply and postage. The cost is likely to be in the order of \$10 to be confirmed once I have a firm price from the supplier.

For those wanting a badge please email me with the first and last name to be included on the badge by 19 April 2024 when I propose placing a bulk order.

Andrew Pitchford | Membership Officer

Editor's request—input on *Getting to the Concours*

One of the most valuable parts of getting to the Concours, is travelling with other members. Aside from the camaraderie, there is the security of knowing you are travelling with others in similar cars - who will help each other out in times of need. This may be mechanical - in the event of an issue that sees you waylaid with the bonnet up. It is also social - easing you into this big event.

Are you new to Concours attendance? Do you have questions you would like to ask and have answered? If so, please send them in. I would like to run a "getting to concours" section in future issues of *Sidescreen*. This is only my second Concours attendance so I think there is no such thing as a stupid question. Here are some thought starters:

- * What tools do you carry? * What is the minimum servicing you do before leaving home?
- * How do you make your things (and your costumes) fit into a TR?

Thanks in advance - Mary

TREASURER'S Report

Tony Xerri

For the Year Ended 31st December, 2023

For the year ended 31st December, 2023 the TR Register Australia Inc. recorded a surplus of \$6483.08 (2022- Loss \$470.31), which is a good result.

In analysing the results, Concours receipts and payments have been excluded as these amounts vary from year to year, with the majority of the cash flow being attributable to members paying for functions and events.



Overall revenue

Overall revenue for the financial year has dropped by \$1,361.

Parts sales have dropped by \$10,989. However, gross margin has been maintained, with a slight increase of \$973 contributing to revenue. Membership receipts are down for the year (\$1,433), which has been offset by an increase in interest earned for the year of \$2,335. This has been achieved as a result of the term deposit interest rates having increased during the year.

A major contribution to the surplus has been a reduction in payments (costs) across all payment categories by \$6,402. Highlighting the main reductions are: publishing costs (\$3,140), membership (\$971) and donations (\$935).

Total Member's Equity is \$191,757.37.

The committee resolved that a minimum balance should be held in the Trading bank account of \$50,000-\$60,000 to allow for any unexpected costs, mainly stock purchases.

As a consequence, it was necessary to withdraw funds from the Term Deposit to maintain the trading account to the resolved level and pay for stock. It is noted that stock levels are \$86,512.94 which is considerably higher than previous years, and represents 45% of total assets.

The only liability is an outstanding account at the end of the year of \$2,135.73 for printing.

Future taxation requirements

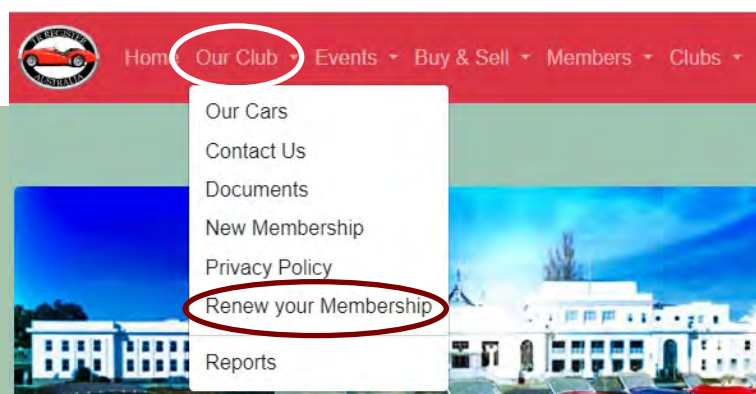
In the past "Not for Profit" incorporated associations were only required to declare their taxation status by making a yearly declaration, with that declaration held on file.

Under the new legislation which commences 1 July 2024, all NFP associations will be required to register with the ATO and make a declaration online through the taxation portal. Once the declaration has been lodged, the ATO will determine the taxation status of the NFP association.

At this stage not all details are known regarding the declaration needed to be completed, nor how a NFP will be assessed. We wait in anticipation of the chaos. As with all legislative changes I would expect that confusion will reign for some time.

That's it from me.

Tony Xerri | Treasurer



Did you know that *renewing your membership online is easy.*

1. Go to **Our Club** on the menu in the red banner.
2. Select **Renew your Membership**
3. Follow the steps.

WEBMASTER'S *Report*

The new website has been up and running for a couple of months now, with a good response from members. It is great to see that many members have logged in.

Just a reminder – your log-in details are not the same as those for the old website. If you have not logged in yet, you will need to create a new log-in for yourself. Details of how to do this were in the last *Sidescreen* and are listed on the home page.

Concours registration is online *now*

This year, registering for the Canberra Concours is online *only*. This is quite straightforward.

- Find the link for the Concours on the home page.
- You will access registration from there.

When you register, your details and those of your car will be brought across from your profile. If you have not updated it – old information will go in, or if information is missing then it will be missing too as you cannot enter it manually during the registration process.

The solution - *update your profile*

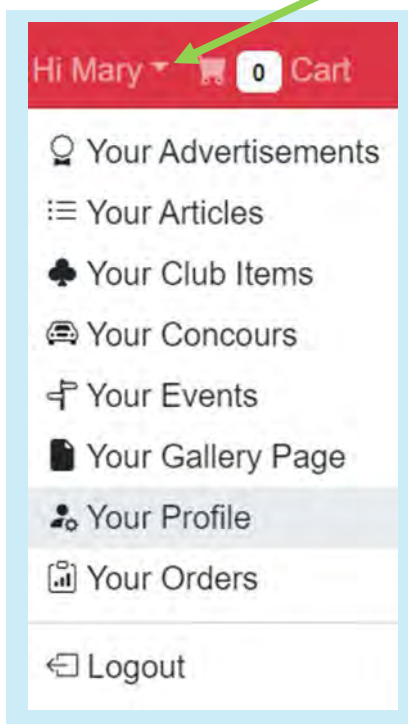
Everyone should check that their profile details are correct. See the instructions below.

Updating Your Profile

1. Log in to the website.

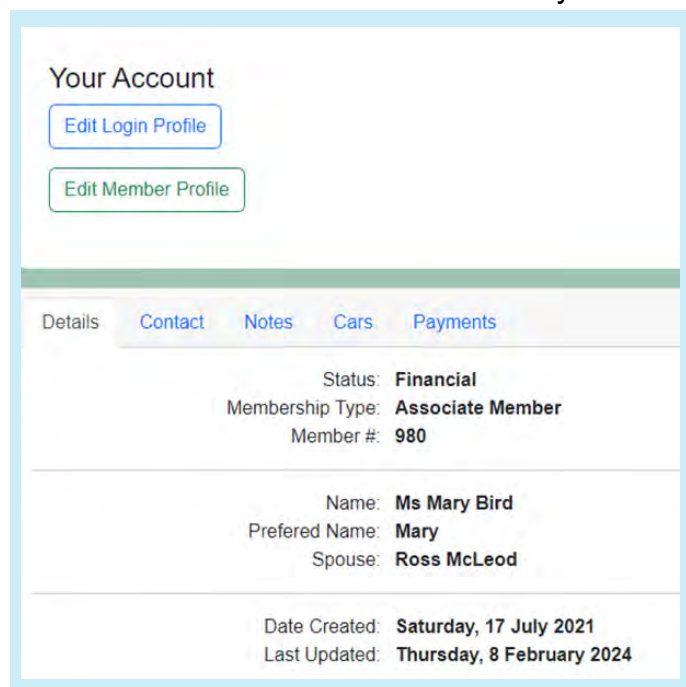
2. Go to Your Profile

Using the dropdown arrow beside your name, choose **Your Profile**



3. Check your profile details

Read and check the information on each tab: Details / Contact / Notes / Cars / Payments





4. Edit your profile

- On the screen pictured in Step 3, choose the **Edit Member Profile** button. A screen like the one below will appear.
- Make your changes (checking each tab), then click **Submit**.

Once checked for accuracy and updated, you can proceed to the online Concours Registration with confidence that up-to-date information will appear.

Ross McLeod | Webmaster

WEBSITE FORUM - A note from John McCormack

As we can't get the old website Forum transferred across to the new website, we have a link to the old Forum on the new website. The old Forum works as it did previously.

To access it just open the new website, click on Members then Forum.

It will open the old website at the Forum but you will need to login again, top left of the screen. My details were saved so I didn't need to enter my password.

You can search the old forum and you can also post on the forum. When you post it might say that the site is disabled but if you hit submit again it will post.

Canberra Concours
1-6 November 2024

Registrations - *Open*
Register online now

Accommodation offer ends
30 June 2024.

SAVE THE DATE

Annual General Meeting
18 June 2024

Nominations for Committee
Due by 21 May

DRIVE YOUR TRIUMPH *Day*

This annual event is in honour of Sir John Black, former Chairman of Standard Triumph. These photos attest to the enthusiasm for Triumphs in Australia. The event is coordinated by Rye Livingstone of the Triumph Travelers Sports Car Club in Northern California.



Some of the TRs with The Boatshed Woronora in view across the bridge



Group includes Russell Holiday, Jenny & Terry Hicks, Trish Lewis Richard Lewis, Peter & Julie Montesin, John & Sue McCormack (photo by Kerrie Holliday)

NSW members out and about.



Photos from Tasmanian member activities are listed in the state report

On the Gold Coast, members did a Magic Mystery Tour (as usual). It started with coffee close to the meeting point at Arthur Earl Park at Nerang. These members are taking the need to introduce young people to the club seriously with these guys (left) trying out the seats for size.



CAR CLUB *Chat*



The RACV British & European Motoring Show - 18 February 2024

This major Victorian event is conducted each year by the Association of Motoring Clubs (AOMC). In 2024 it returned to Yarra Glen Racecourse on the rural fringe of Melbourne.

For those who have not attended this "red plate" gathering, the racecourse has plenty of established trees and a huge parking area, ideal for car clubs to promote their club by displaying members' vehicles, as well as parking for the many spectator vehicles.

There was a terrific line up of shiny Triumph models. Register members displaying their sidescreen Triumphs (or TR5) benefited from the shade of the tree-lined driveway. This year there were approximately 50 other car clubs allocated an area spread around the grounds, including a number of traders offering various services.

The Healey Factory were displaying several immaculate vehicles that they currently have for sale at their Mitcham showroom. Likewise, Donington Auctions had a nice collection of cars about to go under the hammer.

Also participating this year were several motorcycle clubs and the Norton M.C. put on a great display of bikes from the 1950s - 1960s. Coffee and food vendors appeared to do a roaring business judging by the queues. Several car clubs were highlighted by the AOMC, having reached major milestones in their marque history, such as the Mini Moke, Fiat, Mercedes Pagoda and Wolseley.

From a purely Triumph perspective, the well known Harrington conversion in Victoria, a rare Triumph TR Dove of Keith Atherton was proudly displayed whilst several rows over was an equally rare Sunbeam Alpine conversion, also by coachbuilder Harringtons in the U.K.

Overall, it was a fabulous day for like - minded enthusiasts to circulate and view the many British and popular European marques on display. It is too early to look so far ahead, but maybe next year we will see a few more Register members finding the time to display their sidescreen TRs to the many hobby motorists and interested members of the general public in attendance.

In the meantime, members would be well aware, it is 70 years since the very first 1953 sidescreen Triumph TR2s (TS 160, TS 166, TS 211, TS 217, TS 221, TS 222, along with TS 256) arrived down under during the early months of 1954.

Report provided by Graeme White, photos courtesy of Judy Brown.

Pete Buckles Obituary [sourced from The Vintage Triumph Magazine February-March]

Peter Buckles of Cox & Buckles Ltd passed away on Christmas Day 2023. Peter Cox and Peter Buckles started Cox & Buckles in 1975, supplying spare parts for British cars. By the end of the '70s, Cox & Buckles was integral in keeping British cars on the road. Buckles was a founding member of the TR Register (member #8) and the former editor of TR Action Magazine. Buckles is a key part of Triumph TR's history, a founding stalwart of the club, a pioneer of the British Historic Vehicle community and had unrivalled knowledge of part numbers and spares. His legacy ensures that many British classics will remain on the road with an available supply of parts for generations to come.

CLUB MEMBERSHIP

Now is the Time for All Good Members to Come to the Aid of the Club

The Annual General Meeting in June is going to see significant changes to the make-up of both the Committee and the Executive of the club.

Changes include:

- **President** - The current President has to stand down after five years in the role as required by the Constitution.
- **Vice President** - If, as expected, the current Vice President stands for the Presidency then a new Vice President will be elected.
- **Secretary** - The Secretary will not be standing again after five years in the role.
- **Committee members?** It is not certain at this stage if all other current Committee Members will seek re-election.

What does this mean for members reading this?

It means there are opportunities for *you* to give something back to this terrific club.

Over the decades the club has been managed by a wide group of enthusiastic members who have worked tirelessly to achieve the level of success that the club enjoys today.

One of the pleasing changes over the last few years has been the representation on the Committee by members from five states, confirmation that the club is truly national.

Being part of the team that manages the club on behalf of the members is very rewarding, only requiring a relatively small commitment of time and no special skills other than a desire to see the club continue to prosper.

So why not think about joining the team?

The Committee needs constant renewal from new members with fresh ideas about how to take the club into the future. Anyone interested in joining the Committee can call the President or the Secretary (contact details in Sidescreen) for a confidential chat about the opportunities.

Bob Watters

Important dates and information for the Annual General Meeting, 18 June 2024

Included with this issue of Sidescreen:

- **Notice of Annual General Meeting of TR Register Australia Incorporated**
- **Nomination Form** for TR Register Committee - to be sent to the Secretary ***by Tuesday 21 May***
- **Financial Accounts 2023**

Information about the meeting and a link to join online will be circulated closer to the event.

CHANGING OF THE GUARD – *John McCormack*

I'd like to thank John for the work he has done and pay tribute to his leadership as President for the past five years. John will hand over the helm to a new president at the next June AGM.

John took over the role of TR Register President from me in mid-2019 and has worked hard to meet and catch up with many members of the club in all states. With enthusiasm he looked to build the Register with new members and link up with international like-minded clubs. Both of these aims are progressing even though COVID hitting our shores curbed our activities. Never has membership in the club risen to the heights in excess of 350.

John also instigated through the committee the inclusion of Associate Membership. This has been successful for people interested in Triumphs, without TRs and partners who have certainly contributed to the club, becoming Associates.

John continually helps our TR members with their cars, whether a mechanical issue discussed by phone or "bring your car around to my place to see what the problem is" or for a tune up and teaching new owners about the many idiosyncrasies of our cars. He always has time for us to sort out TR problems or who you should see to fix them. John has always been the one to assist prospective Sidescreen owners on what to look for and what they could buy, particularly people checking out our website.

The latest challenge has been the development of our replacement website. A number of our members have stepped up to assist, but with John's guidance and coordination with Ross McLeod, the change has got over line, with some fine tuning to be done.

As President, John has worked with changing faces of our hard-working committee. He has always set a high standard of respect for all involved to achieve great outcomes in the club. He has built lasting friendships in his COVID-interrupted five-year tenure. I am sure we will see John, Sue and his numerous TRs at our events for many years to come and perhaps in various Register Committee positions continuing his enthusiastic contribution.

Russell Holliday



Here are a couple of photos of John during Register events. As usual, he can be seen taking a member call while on a Register event - even out on a boat. Always on the job! So John!



NATIONAL CONCOURS - CANBERRA 2024

The next National Concours is Canberra from 1-6 November. If you haven't decided if you will attend, here is more information about the event, the social activities and what Canberra has to offer. The Concours Display and Judging of cars will be held on the Treasury Lawns in front of the old Parliament House - a fantastic backdrop for the occasion.



Date	Activity
Fri 1 Nov	<ul style="list-style-type: none"> • Registration 2.30 - 5.00pm • Welcome drinks 5.30 - 6.30pm • Dinner - own arrangements
Sat 2 Nov	<ul style="list-style-type: none"> • Display and judging 9.00am - 3.00pm • Presentation Dinner Theme: <i>Australian Icons</i> 6.00 - 11.00pm
Sun 3 Nov	<ul style="list-style-type: none"> • Farewell lunch (for those leaving) Tallagandra Hills Winery 12.00 - 2.00pm
After Tour	
Mon 4 Nov	<ul style="list-style-type: none"> • Drive to Braidwood National Trust town From 10.00am
Tues 5 Nov	<ul style="list-style-type: none"> • Melbourne Cup Lunch Ainslie Club Restaurant 12.00 - 2.00pm
Wed 6 Nov	<ul style="list-style-type: none"> • Drive to Federation Square 10.30am • Farewell Lunch George Harcourt Inn From 12.00pm

Places to visit while in Canberra	
National Gallery 10am - 5pm	<ul style="list-style-type: none"> • National visual arts institution. • Comprises >155,000 works of art including the largest collection of Aboriginal and Torres Strait Islander art.
Parkes Place East, Parkes	
National Portrait Gallery 10am - 5pm	<ul style="list-style-type: none"> • Daily highlights tour 2.15pm • A changing range of portraits on display
King Edward Tce	
Old Parliament House 10am - 5pm	<ul style="list-style-type: none"> • Houses Museum of Australian Democracy • 45-minute guided tour daily 10.45 / 11.45 / 1.45 & 2.45
18 King George Tce	
All of the above:	
<ul style="list-style-type: none"> • free general admission (a ticket may be required) • easy walking distance from the Concours judging venue 	
Burley Markets - Lake Burley Griffin	
<ul style="list-style-type: none"> • Saturday 9am - 1.30pm • Easy walking distance from Concours judging display venue 	

Accommodation: Quality Hotel Dickson

Special TR Register price available for bookings made by 30 June 2024. See website for details.

Well-located for restaurants and public

Thanks to Noel Schmidt for his work developing the Concours banner (above) and motifs for regalia (right).



More places to visit in Canberra



Fairbairn Ave
Campbell

- Free entry
- 10am - 4pm daily
- Free 80-minute daily tours available, covering the Commemorative Area, First & Second World War galleries
- The Last Post Ceremony is on each day, commencing at 4.30pm in the Commemorative Courtyard. Each night the ceremony shares the story behind one of the names on the Roll of Honour. Attending the ceremony is free. Attendees must have a ticket (avail online)



Forest Drive, off
Tuggeranong
Parkway Molonglo
Valley
6km from CBD

- Free entry, paid parking avail 6am - 8.30pm
- No booking required
- Mosaic of living forests and gardens
- 44,000 rare & endangered species
- The National Bonsai & Penjing Collection of Australia
- Welcome walks available 10.30, 11.30 & 12.30

Mount Ainslie Look-out
Mount Ainslie Dve
Mount Ainsley

- Free entry
- Get an overall perspective on Canberra.
- Takes in Lake Burley Griffin and many of the city's attractions
- Accessible on foot, bike or car
- Popular at sunrise & sunset

Canberra Glassworks
Kingston Power House
11 Wentworth Ave
Kingston

- Wed - Sun
- 10am - 4pm
- Learn about contemporary glass making in a facility that supports artists' careers
- Easy walking distance from Concours judging venue.
- Close to Old Bus Depot markets open on Sundays

Cockington Green Gardens
11 Gold Creek Rd
Nicholls

- Open everyday, 9.30am - 5pm
- Tickets \$21 adult, \$15 senior (buy online)
- Display of meticulously handcrafted miniature buildings from around the world, set in landscaped gardens.
- Located opposite Wednesday's farewell venue, so plan to visit before lunch.

Eating out

Choices include:

- A range of Asian restaurants in Canberra's Chinatown 200m from accommodation venue
- Canberra Tradesman's Union Club (adjacent to accommodation venue)
- Restaurants in the city - accessible by tram (5 minutes' walk from accommodation)

Accommodation facilities

- Parking
- Laundry
- Gym

Other information

The **Canberra Tradesman's Union Club** will provide complimentary 'membership' during your stay. This entitles you to:

- Members' specials
- Free wifi
- Access to cafes, lounges and boutiques

Ainslie Football Club (Presentation Dinner venue) is located 5 km from accommodation

- Recently renovated and a popular venue
- A bus will transport members to the club from 5.15pm, every 15 minutes until 6pm
- Return transport will start at 10.15pm, every 15 minutes until 11pm

NEW ZEALAND NATIONAL



Ian gets out and about in the club TR.



Concours 2024

Enjoying a South Island Summer day.



Cruisin'.



Wet weather gear NZ-style



A group of Triumph enthusiasts who travelled from the tip of the North Island to the very south.



Photos courtesy of Ian & Tracey Cuss.

HISTORY OF A 1930 TRIUMPH SUPER SEVEN *Roadster*

This story began many years ago when Jack Evans's friend Bob Morgan presented him with bits and pieces of a Triumph Super 7. The "scraps" sat in the back of one of his sheds until it was suggested he should smarten himself up and restore the vehicle. At the time he was restoring TR2s, TR3s and TR3s.

I started in 2006, gathering all the bits and pieces I had: a chassis here, a couple of blocks there, as well as:

- three or four gearboxes in various stages of collapse
- three or four steering boxes
- half a dozen spoked wheels rusted from sitting on wet ground for years
- tree differentials with completely wrecked worn wheels & bearings
- various dubious looking axles & brakes completely seized up

All in all a complete wreck

No body except various pieces of wood which meant nothing. No usable mudguards, no running boards. No bonnet, no windscreen, hood bows or hood. No dickie seat parts at all and no seats. I managed to find some crucial bits and pieces around Parkes and Bundanoon, NSW and others at Caloundra, Qld. So there it started ... a very long way to go.

A bit of history

In 1928, the Triumph Motor Company, England appointed Armstrong Cycle and Motor Co in Perth as agents for their new Super Seven. Percival Armstrong who headed up the family company at that stage, got tired of people coming into his showroom in Perth looking at the Super Seven on the floor and saying, "what a nice little town car."

The remark repeated many times got his back up and with his friend George Manley from Albany, decided to drive 'this nice little town car' from Perth to Sydney. So it was, that on 30 September 1929, he and George set off from Perth on route to Sydney.

The Nullarbor Plain in those days, had no made up highway, just goat and camel racks, sandhills and claypans. They traversed the Nullarbor, got lost in the middle of South Australia, but came across a piece of corrugated iron nailed to a tree with a red painted arrow pointing to Port Augusta. Saved!

On they went, through Wellington (SA), Melbourne and finally, Sydney. All this done in eight days and six hours. An amazing, epic journey. They stayed in Sydney for a fortnight and then drove the car back to Perth! It was put back in the showroom with all its glorious dirt and mire. No doubt many sales followed this unique display.

Replicating the journey

It was learning about this trip that I decided it would be a great idea to replicate this journey from Perth to my home town of Armidale, NSW. I certainly did not feel brave enough to drive this car through Melbourne and Sydney in 2009 with those cities' lunatic traffic.

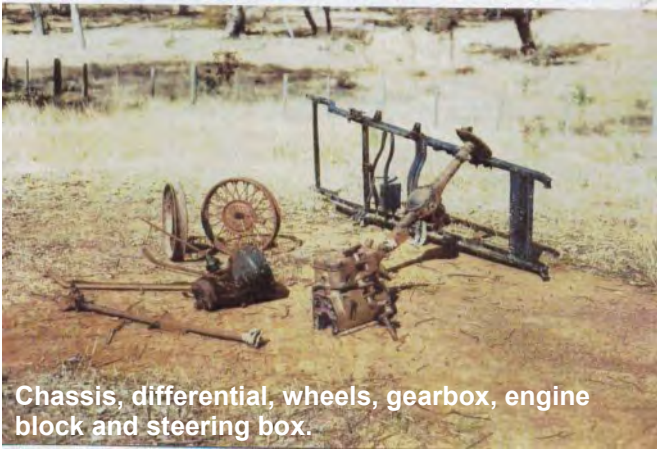
Actually the trip back to Armidale through Broken Hill is only 250km less than ending up in Sydney via Melbourne. The plan involved driving to Adelaide, putting the car on the train to Perth and then making the return journey to Armidale with my daughter Alison as co-driver.

I had great assistance in Armidale from Lyn Hardman who has a marvellous collection of vintage cars, which are a wonder to behold. Also, Marriott's Paint Shop, Troy Adams welding shop, Mal McFarlane's upholstery works (especially Noel Adams who did the upholstery) and Malhimself who build the hood. To all, I thanked them most sincerely.

Most importantly, with the support of the Australian Lunch Foundation, I dedicated this trip to my wife Gill who died in 2006 from emphysema. I collected donations along the way for this worthy cause.

After a delay due to sorting out "bugs" in re-building the 80 year-old car, the journey was put back to 11 October 2009.

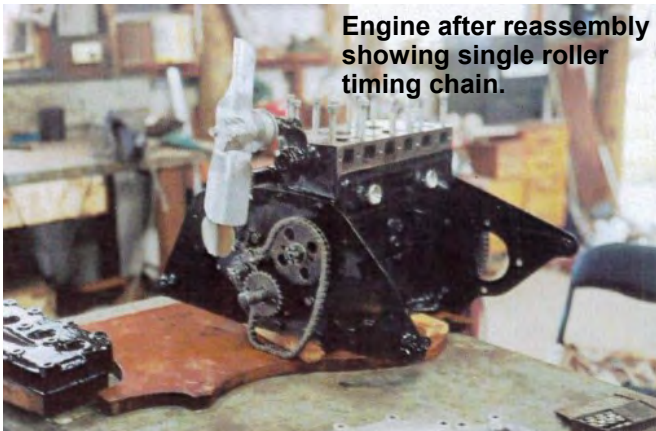
This article includes photos of the rebuilding process. A complete set will be made available on the website. **Ed**



Chassis, differential, wheels, gearbox, engine block and steering box.



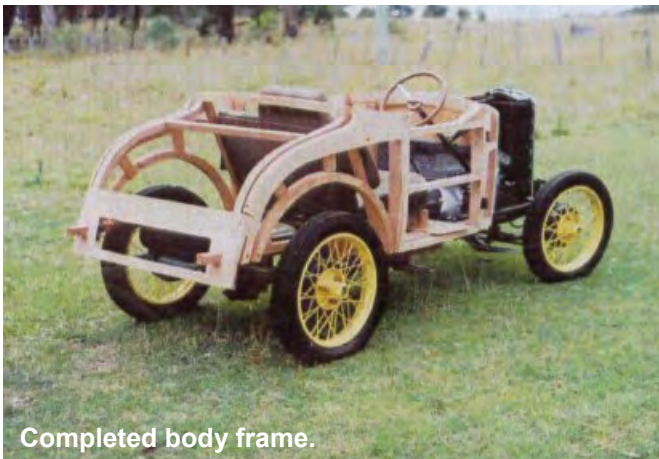
Engine stripped down with magneto, crankshaft and pistons on right.



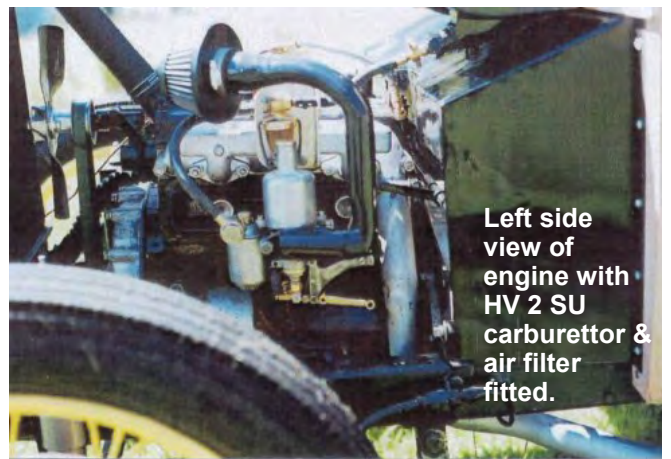
Engine after reassembly showing single roller timing chain.



Chassis ready for engine and gearbox installation.



Completed body frame.



Left side view of engine with HV 2 SU carburettor & air filter fitted.



Seat frames built with wire rolled seat.



The final outcome.

WIRE *Wheels*

Neville thought he knew a bit about wire wheels but when he started looking for information on the topic, he found out how little he did know. This article he shares what he found out, starting from the basics and hopefully filling in a few gaps for others too.

History

Wire Wheels were invented by engineer George Cayley in 1808. Although Cayley first proposed wire wheels, he did not apply for a patent. The first patent for wire wheels was issued to Theodore Jones of London, England on October 11, 1826. Eugène Meyer of Paris, France was the first person to receive, in 1869, a patent for wire wheels on bicycles. As you can see they have been around for a while.

Bicycle wheels are not strong enough for cars so auto use had to wait for the invention of the tangentially spoked wire wheel. This design called the Rudge-Whitworth patented detachable and interchangeable wheels was designed by John Pugh in 1907. We will explain tangentially

Advantages

Why wire wheels? There are three reasons.

- **Weight.** Wire wheels were developed because they were lighter for the same strength than other wheels of the time. Of course, now alloy wheels are lighter for the same strength.
- **Ventilation.** They allow more air to circulate around the brakes. Remember, when they were developed, brakes were all drum brakes.
- **Looks.** They look sexier than solid wheels.

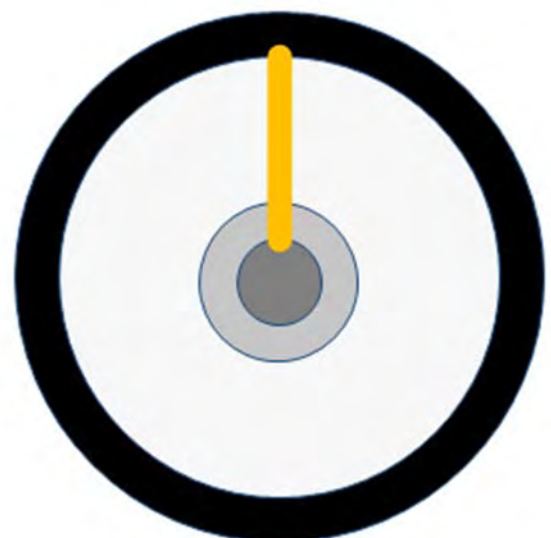
Basic Design

The easiest way to explain is to use some diagrams. I will explain each component as we go.

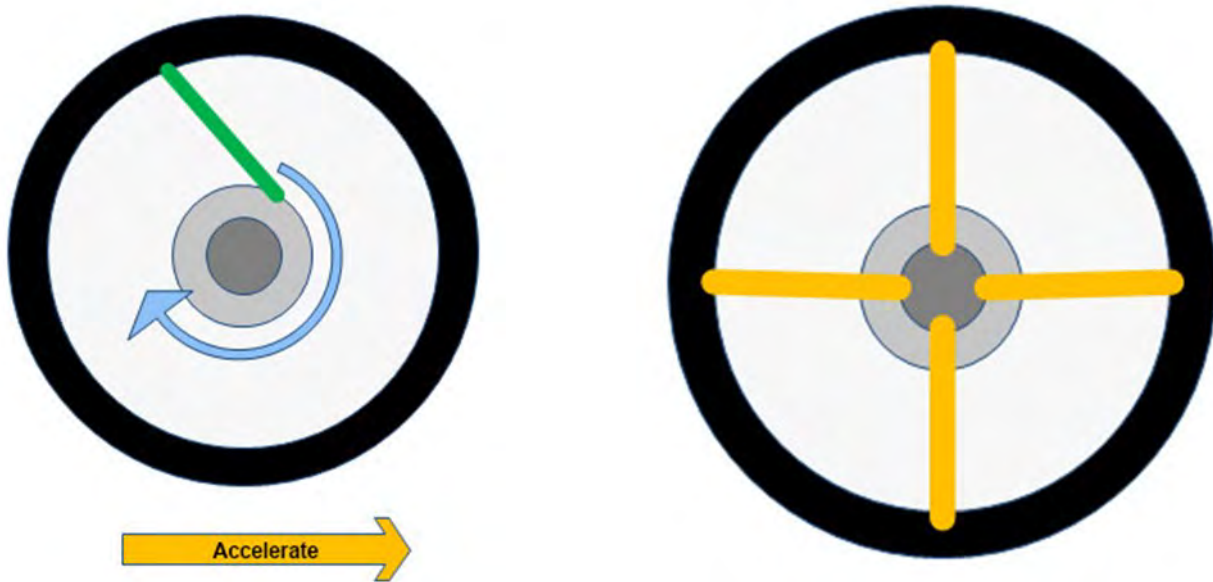
In theory, a wire wheel could support a static vehicle with one spoke. In the diagram, the yellow spoke is attached to the wheel at the top. It is attached to the hub at the bottom. The car (which of course is attached to the hub) is suspended from a single spoke.

An obvious and key point is that wire wheels work in tension rather than compression. The weight is taken by the spokes that are being stretched rather than squashed.

Also, note that there are two circles on the hub. The inner hub has long spokes that attach to the rim and ensure the rim is circular rather than oval.



The next thing to look at is how the tyre stays round, not oval. In the example there are only four spokes. By tightening and loosening spokes, the rim can be moved left, right, up and down. The idea is to move it so that it is both circular and has the same centre as the hub. If not, the car will bounce along as the wheel turns.



If the wheel is not circular, and the horizontal diameter is less than the vertical diameter, the answer would be to tighten the vertical spokes. You also need to loosen the horizontal spokes otherwise it will bulge between the spokes.

Rotational forces

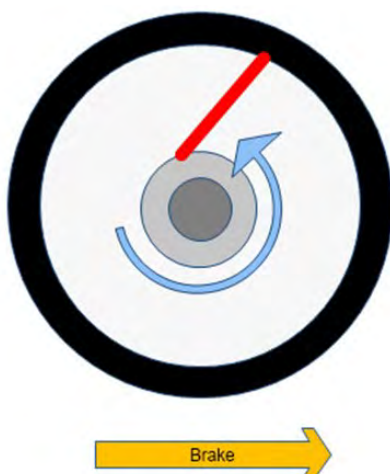
If the wheel were just holding up the car, a set of straight spokes would probably suffice. Another thing the wheel must do is handle acceleration and braking.

If a car accelerates, the hub rotates – in this example clockwise – and the tyre and rim want to stay still. If we relied on only straight spokes as in the initial section, we would risk breaking the spokes or distorting them.

This is where tangential spokes come into play. The trailing spoke (because it slopes backwards) from the hub is more able to take the twisting force of the hub and get the rim to follow.

The term “Tangentially Spoked Wire Wheel” refers to the spokes that are aligned as a tangent to a hub (or in that general direction) and transfer the turning motion to the rim.

If the same spoke was used to handle the load of braking, it would not work. It would be in compression and bend.

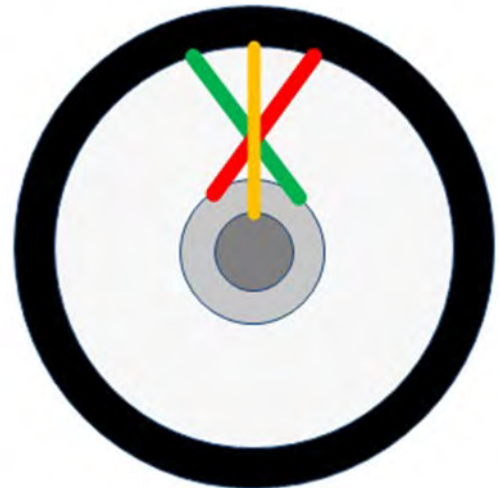
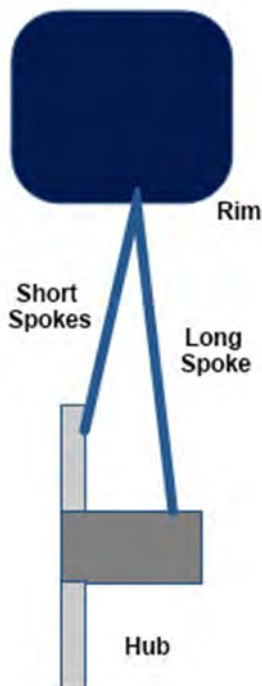


In that diagram, the hub is dragging the rim and tyre in the opposite direction. Think of it this way. All is in equilibrium and the car is travelling towards the right of the diagram. Hub and rims are travelling at the same speed and there is little attempt by one to turn at a different speed to the other.

The brakes are applied. Now the hub is trying to rotate anti-clockwise in relation to the rim. The rim wants to keep going at the same speed, but the hub is trying to slow it down. The force is the opposite to acceleration. The red or leading spoke now takes the load to slow down the rim and tyre.

WIRE *Wheels*

If you put it all together, you have the long spokes from the centre of the hub which keep the wheel round and centred, and two tangential spokes (the leading and trailing spokes) handling braking and acceleration. In this case, there are groups of three spokes. The diagram is exaggerated in size in order to simplify understanding.



Lateral stability

The best way to describe lateral stability is to imagine a wheel made of thin sheet metal. It might stay round, and it might support the car, but if you grasp it at the top and bottom, you can wiggle it. How does the design of a wire wheel provide lateral stability?

The power of the triangle. The two short spokes – leading and trailing spokes – form one side and the long spoke forms another. The hub is a rigid attachment point.

The rim cannot move left or right on this diagram unless something bends or flexes. The wheel is laterally stable.

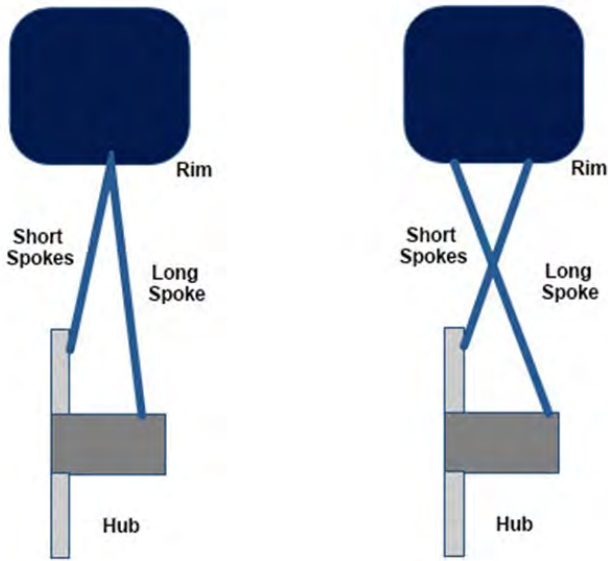
Lacing

What I have described is a basic wire wheel. In this wheel, there are 48 spokes. These were the original TR wheels which we curse because spokes keep breaking. The 48 spokes are divided into groups of three. There is a long spoke, a leading spoke and a trailing spoke. There are 16 groups of three spokes distributed evenly around the rim. They are referred to as single laced. The spokes all end in a single row on the rim. In other words, the dimples are on a single line drawn around the inner circumference of the rim.



For years this was the standard but an MG TC (sometimes described as a coffin suspended by four harps) and a sports car of the 60s were different beasts. Eventually the 60 spoke double laced wheel evolved.

This wheel has a second row of dimples running around the rim. It is far stronger than might be expected with the addition of only 12 spokes. The wheel is double laced as the spokes run from outer ring of dimples on the hub to the inner ring on the rim. They also run from the inner ring on the hub to the outer ring on the rim.



You can think of 48 spoke single laced wheels as having a “V” configuration. The tops of the “V” are the inner and outer rings of spokes on the hub. The point of the “V” is the single row of dimples on the rim.

Think of 60 spoke double laced as an “X”. One leg of the “X” has 40 spokes from the inner row on the hub to the outer row of dimples on the rim. The other leg has 20 spokes from the outer row on the hub to the inner row on the rim. They cross over one another.

60 Spoke Wheel



Finally, we get to 72 spoke wheels. It uses the same pattern as the 60-spoke wheel but instead of 20 outer spokes and 40 inner spokes, it is 24 and 48. It squeezes a few more spokes into the wheel.



Finally, there are triple-laced wire wheels. The one pictured left, is a 17” x 7” 100 spoke, triple-laced wire wheel. As your head has probably exploded by now, I will not attempt to describe the lacing pattern. Just imagine your TR with 17” x 7” wheels.

Summary

Wire wheels have been around for over 100 years and from bicycles to cars to motorcycles have supported us as we travelled around. They look great and stamp the era from which sports cars were built. They are a pain to clean, but would you give them away? I wouldn't.



With 10 February's Drive Your Triumph Day approaching Rowan Burns decided to make it the deadline for registration of his TR3. Rowan was the winner of the Restoration Class and Rookie of the Year Award at the 2023 National Concours in Stanthorpe.

The car's previous registration expired 2 February 1981. I purchased it in 2010, and then got on with lots of other life things ... buying and renovating my first house, getting married, living overseas for a year, starting a family, changing careers.

Restoration began over Christmas 2020, stripping the car down to a rolling shell in my garage at home in Newcastle with the help of a neighbour who was keen to leave school and take up an apprenticeship as a mechanic. Soon after towing it to a panel beater in Sydney, I realised that the budget (as many readers would have anticipated) would be quickly consumed after blasting and priming revealed that the little shell and chassis were both worse than anticipated. With this news, I arranged to visit and requested that we slow the rate of work and payments right down for a few months.

Once rolling again, I returned the chassis to the panel beater for the body to be offered up and confirmed my colour selection of Pearl White. Soon pictures started coming into my inbox of shiny white panels.

This was very exciting! Before too long I was towing my shiny little car home (in the sprinkling rain), and it was all over to me for assembly.

My goal was to have the car on the road before my youngest child finished up with having afternoon sleeps. But with generally a couple of nights per week max spent on the car and the occasional weekend afternoon or evening - it was a big goal. And I missed it by a long shot!

I felt the car was starting to get in the way of family life, and we were ready to redirect our finances, so I ramped up my efforts and took a bit of time off work, sent my family on a holiday to visit family without me etc. I locked in a regular evening with my Dad's help. Many hands make light work. And so we chipped away. Sometimes crossing 10 tasks off the list in one evening, sometimes not even crossing off one, but sensing steady progress, and really enjoying spending regular time together.

As the car came closer and closer to commissioning stages I reached out to the local automotive engineer to book in. He was unresponsive.

After speaking with him when I started, I wanted to give him my business after he gave his input, but time was up. 10 February was just around the corner so I decided to find another engineer.

Amazingly, they had had a cancellation on the afternoon the same day I called. Luckily I was able to leave work and take the car for assessment. With a long weekend coming, in which I could find any requested info and make any required amendments, the timeline was good.

Fitting restraints

All that was required was fitting lap belts for their anchors to be approved. The option was to go without belts all together or fit lap belts, due to there being no pillar to anchor the top of a lap sash to. I believe many other Sidescreen owners have entered into lap sash seatbelt debates, and while I'd rather have lap sash, I'd rather get on the road at present, and will come back to this later.

Some restraint is better than nothing so I ran around and bought belts and anchors and had the car weighed on the same day ready for fit up over the long weekend.

I intended to have a roll bar made and mount harnesses (at a later date), but was informed by the engineer that harnesses are not actually road legal in NSW. That's a shame. More safe is less (not) allowed. Go figure.

I popped in on the engineer the next business day for inspection of my newly fitted belts. The engineer was happy, so all systems go.

The certificate took a couple of days to be written up before I could meet with my local TSOA registration member for his signature and sending everything off to the Council of Motor Clubs Australia.

No receipt of sale

It was a big effort amidst a very busy period with work and family! The papers came back from CMC on the Thursday and I rushed to Service NSW that afternoon. However, I hadn't taken the receipt from when I bought the car in 2010 so they couldn't help. The store was closing for the day.

I dug around and found the receipt that night and geared up for round two at Service NSW Friday 9 Feb, after work.

After 30 minutes at the counter I was handed my log book and plates and kindly congratulated by the lady at Service NSW, who had fond memories of going in her grandfather's Model T Ford when she was quite young.

Dream come true

It was hard to believe that I could put plates on my car and drive it. For so long it had been stored first at my Grandfather's place, then mine, then was a great big project! Now it was able to be driven!? Wow. Dream come true!

So that night, 9 February, I busied myself with masking tape, measuring tools and a pen before finally screwing the plates on! And naturally, was off for a very smiley drive through some nearby leafy suburbs. My panel lights had stopped working, which later I found was because the wire had come off the back of the switch.

I was so pleased to have such a leisurely drive on a beautiful cool summer's night, after dark ... and I was very sure that the loose panel lights wire wouldn't be the only commissioning thing requiring attention!

10 February 2024 - Drive Your Triumph Day in memory of Sir John Black. Off I went, my youngest son as my first official passenger! Off to the lake for a family get together!

Six miles down the road the TR started mis-firing and backfiring. After a quick check over and letting it cool down we limped home, and have since been pre-occupied with many other things and not come back to it.

I'm looking forward to getting out and about more soon!

Read Rowan's three earlier reports on his restoration:

- Issue # 118, Dec '21 - Jan '22
- Issue # 120, April - May '22
- Issue # 125, Feb - Mar 2023



Rowan at the National Concours in Stanthorpe last year.

Trevor, our trusty TR3, developed a cough just before Christmas. Having been running like a Swiss watch, this came as something of a shock.

COVID negative

Initially this was only at wide throttle openings at highway speed but it began to become worse, so had to be attended to. His Covid test was negative, so my first thought was new plugs.

This made no difference but plugs to cylinders three and four looked a bit sooty, so the hunt was on for the problem.

The point gap was checked and adjusted, to no avail. A new coil was tried, no improvement there. Even tried, in desperation, a new capacitor. Points had shown no signs of burning but I was now getting desperate. Still no improvement.

Bugger.

Perhaps it was fuel all along?

- Fuel getting to pump?
- Glass sediment bowl checked for water/sediment, all clear.
- Fuel pump working?
- Fuel arriving at carbs?
[Checked by undoing the banjo bolt, no problem to be seen.]



Each check was accompanied by a trial run and increasing bad language.

At this point I busted my bum. Well in medical terms “a full thickness tear of the gluteus minimus tendon, with a 20mm retraction with associated tendinopathy.” At this point I gave up and left it to someone who knows what they are doing.

David Markich, of course found the problem straight away. The seals in the SUs fuel feed to the jets had swollen to such an extent they were blocking the fuel flow.

Now the question becomes “Why?”

David said it looked like they had become exposed to a solvent (toluene?) and suggested perhaps contaminated fuel. Now I am very careful with Trevor’s diet. Only the finest 98 octane, with valve protection garnish, ever passes through his tank. Only on very rare occasions have we used a fuel station other than our local Caltex/Ampol station (or whatever they are calling themselves this week).

However, I did change from valve saver to Penrite’s Valve Shield at the start of last year. This was only because the Repco store I was in did not have the valve saver additive in stock, and the Penrite version was more expensive. So it has to be better - right? Only the best for my Trevor.

Now I am a lover of Penrite products and use their HPR 30 20w/60, so I am reluctant to blame the Valve Shield, but I shall now be returning to the cheap stuff.

So if anyone else has experienced this problem I would be interested to know, and if your pride and joy goes spluttery under wide throttle openings - **check the seals.**

Oh, and the sooty plugs 3 and 4 on the first test run which sent me down the electrical path was because, in my excitement, I had forgotten to make sure the sticky choke on the back carb was fully closed. David has also freed and lubed that.

Some people like high-tech articles. Terry warns - this isn't one of them.

Steering columns have a shaft surrounded by an outer tube. Now in most cases there is a collar in the outer and a bronze bush slips down with a 5/1000" clearance. They never wear out. The one in my 1928 Chevrolet was pristine.

Your British motor industry is not up to that in many ways. They made an inner column measuring about 22mm OD. The outer has about ID of about 29 mm. that means a gap of about 7mm. This they overcame by jamming a piece of felt down the hole.



About 10 years ago it was noticed that there was a large gap. I sent for a new-age, high-tech upper bush. It cost me about \$40. The problem was that the inner was 19mm so it was never going to go over 22mm. Then there was the matter of having to remove the control head/ stator tube completely, as well as the steering wheel. All too much trouble so I bought another piece of felt, stuffed it in and headed off for another 10 years. Incidentally it comes in black or beige.

Pictured left: Useless, expensive bush.

It was whilst executing a three-point turn at Guyrah (always difficult in a TR), that Jenny commented on the big gap in the steering column. The felt had disappeared again! We detoured via Spotlight, Armidale where I purchased about half a metre of 1/2" cord. I wrapped it around the inner, and tied a knot. Then I shoved it down the column.

Game over. Cheap. Effective. Brilliant. Headed off for Stanthorpe. Now most things fall down but not everything. The cord kept sneaking back out so most days started with me poking it back with a large, bent nail.



Above: Spotlight cord



Having returned home I started to investigate alternatives. I needed to have something that would slide over 22mm and sit comfortably inside 29mm. It would need to be able to be slit and opened enough to go over the stator tube wiring and have a collar so it would not slip down.

Off to Mitre 10 where I found a fitting. "Holman PVC pressure faucet take off adapter female 20mm x 1/2". ID of 22mm, OD of 27mm. I cut off the threaded female bit and filed down the hexagon and slit it. I have a bush that has about 2mm of play but that's acceptable, all for a few dollars.

Left: Prototype for Mitre 10 bush.



NSW Events



L→R: Cheryl Dobe, Sue McCormack, Rhonda Slender, Gwen Richards, Renate Polglaze, Jenny & Terry Hicks, Allan Wright, Brian Richards, Bob Slender, John McCormack, Darryl Dobe

This year's events are off to a flying start. The twilight dinner run to Mooney Mooney and coffee mornings have been well attended, as have Drive Your Triumph Day runs on 10th February (photos p14). This was in celebration of visionary Sir John Black's birthday. He orchestrated Standard's purchase of Triumph at the end of WWII and paved the way for our cherished cars.

A group of Sydneysiders met for brunch in the shire on this year's Drive Your Triumph Day. Julie and Peter Montesin, Trish and Richard Lewis, Jenny and Terry Hicks, Sue and John McCormack along with Russell and I enjoyed good company, lots of laughs and a most delicious meal at The Boatshed on the banks of the Woronora River.

We look forward to our next runs to Bathurst in early April and to the Maitland area in May. You are always welcome to join a whole run or to catch up for just the day, whatever suits you best. See below for more detailed information about these autumn runs.

Runs in April and May

**Saturday 6 -
Monday 8 April**

Bathurst Farmstay

- Saturday - meet at Solly'd Donuts, Glenbrook to drive to Bathurst
- Sunday - working bee on Chris Olson's goat farm
- Monday local drive to brunch, returning home at your leisure
- BYO breakfast supplies.
- Shared morning/afternoon tea, lunch and dinners.
- Accommodation generously provided by Chris on the farm.
- Contact Kerrie to advise attendance: kerrieholliday@hotmail.com or 0407 498 506

**Saturday 18 –
Monday 20 May**

Maitland-based Autumn run

- Saturday travel to Fighter World in Williamstown, visiting its museum dedicated to preserving the proud history of the RAAF www.fighterworld.com.au
- Countryside drive via Morpeth for a mosey around, before arriving at Molly Morgan's Motor Inn, East Maitland for the overnight stay.
- Sunday enjoy the Bath House Garden's open day in Oakhampton Heights, as seen on Farmer Wants a Wife. It's a four-acre country garden with climbing roses, stone walls, green spaces, lakes, fountains and beautiful Autumn foliage.
- Live music from DJ and Sax www.thebathhousegarden.com.au
- Monday tour the historic Maitland Gaol www.maitlandgaol.com.au before returning home via Kuri Kurri murals & the Big Kookaburra.

Runs in April and May (contd)

Saturday 18 - Maitland-based Autumn run

- Monday 20 May**
- Molly Morgan's Queen rooms \$310 for the two nights. Group booking reference Kerrie Holliday 44734. Book directly with the motel on 02 4933 5422 and advise Kerrie of your attendance.
 - Group booking will be held until 3 April. Rooms will be released to the general public after this date. There may still be rooms available at Molly Morgan's or nearby motels if you miss this cut-off date.
 - Come for the weekend or join the part of the run. Book ASAP to join this run.

Coffee Mornings and Lunch in April and May

Every Wednesday Tathra Pub, 8 Bega St, Tathra

10am

- Morning tea
- Enquiries Bob Watters bobtr3@gmail.com

Wednesday 3 April Pie in the Sky, 1296 Pacific Highway, Cowan

10am

- Morning tea
- Enquiries Andrew Ross Andrew@tr-register.com.au

Sunday 7 April AutoBrunch, St Ives Showground, 450 Mona Vale Rd, St Ives

8am

- Cars & Coffee
- Enquiries nsscc.com or Andrew Ross Andrew@tr-register.com.au

Wednesday Moses Barnes, 89 Argyle St, Picton

17 April

10am

- Morning Tea
- Bookings and enquiries Kerrie

Wednesday 1 May Pie in the Sky, 1296 Pacific Highway, Cowan

10am

- Morning tea
- Enquiries Andrew Ross Andrew@tr-register.com.au

Sunday 5 May AutoBrunch, St Ives Showground, 450 Mona Vale Rd, St Ives

8am

- Cars & Coffee
- Enquiries nsscc.com or Andrew Ross Andrew@tr-register.com.au

Saturday 11 May Tune Your TR, Leichhardt

- Learn how to tune your TR under the guidance of John McCormack at his home in Leichhardt
- Contact John to advise of your attendance 0413 312 134

Wednesday 15 May Picton Hotel, 132 Argyle St, Picton

May

12 Noon

- Please note this is a change of venue, variety is the spice of life they say [recommended by "locals" Jenny & Peter Molesworth]
- Lunch
- Enquiries & bookings Jenny Hicks hicksjenny50@gmail.com

Upcoming Events

29 June - 1 July

Xmas in June/July, Bundanoon

- Weekend stay at Bundanoon Country Inn Motel, 2 Anzac Parade, Bundanoon. The deadline for the discounted price of \$300 for the two night stay, arriving Saturday 29th June and departing Monday 1 July is 1 April. After this date rooms may still be available at a different tariff.
- Book your accommodation directly on 02 4883 6068. As a heads up, some persistence may be needed to connect with the motel reception.
- Saturday night Traditional **Xmas dinner** approximately \$80pp at the Bundanoon Hotel. Last year's meal was scumdidlyumptious to say the least! That's why we're coming back for the repeat.
- Bring a wrapped unisex Secret Santa gift valued at \$20pp. Hoping for the return of our fabulous green elfin MC.
- Sunday country drive TBA
- Enquiries and confirmation of attendance to Kerrie

Tune Your TR Day - Saturday 11 May in Leichhardt

Tuning your engine is a straightforward process any member can do with basic tools. It usually only takes a couple of hours.

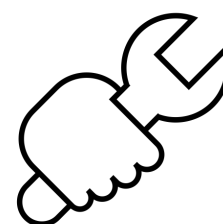
John McCormack is going to have a 'tune your TR day' at his place in Leichhardt on the afternoon of Saturday 11 May.

The intention will be to run through a basic tune up process with John giving guidance while others do the jobs. You will do:

- a simple compression test
- set the tappets
- check and adjust plugs and points
- check the distributor cap
- set the timing
- balance the carburettors, and
- set the mixture.

To avoid the risk of finding a problem with someone else's car leaving it stranded in John's garage he will use his TR3 (the TR3 runs very nicely but the engine does have a deal of tappet noise). He is happy to assist anyone at a later date to do their car.

Go onto the website under Events and click on attending, or email/call if you would like to join in on Saturday 11 May.



Created by Oliver Gomez
from Noun Project



Created by Felipe Alvarado
from Noun Project

NSW Member Activity



Pie in the Sky Coffee morning. Photo credit - Renate Polglaze

Below are some photos Kerrie took at the Australian F1 Grand Prix in Melbourne.

Both Russell and Brian Richards are shown supporting the Register by sporting their TR Register regalia.

Brian is doing what Brian does best, supporting his nephew Aaron Lewis who is driving Jack Brabham's Brabham BT25E. This was Sir Jack's Tasman car for the 1968 Tasman Series at Warwick Farm and the Australian GP at Sandown Park, where he held poll position. It was also the first car to be granted an historic logbook by CAMS in 1988.



Since being restored Brian has worked as the car's mechanic for his nephew Aaron and car's owner.

At this year's 2024 Australian Grand Prix the car was driven by Aaron in the demonstration Tribute to Racing Past: Bruce McClaren and the Tasman Era. Aaron's daughter Amy is also pictured as the car is lined up ready to go trackside.

QUEENSLAND *Report*



It's been a busy start to the year albeit a wet one.

We started with "Drive Your Triumph Day", a combined drive the the TSOAQ. The meeting point was at "Home on the Green", opposite the Bronco's Ruby League Club. Around 25 members attended for coffee and Banter. The drive was to Samford Village via Jolly's Lookout.

Jolly's Lookout was by name only as the low clouds hid any view. The damp roads and weather conditions kept everyone under control. As we descended into Samford Village the rain intensified. However, the lunch at the Samford Hotel more than compensated for the wet drive.

The March drive was from the ending point of the February run - Samford. A slightly smaller crowd for this drive, again with damp conditions. The drive was led by Richard Graveur. The first stop was at Woodford for coffee where a few more members joined. We headed up the Bellthorpe Range then turned left to Maleny where we had lunch at the Barrel Clouds Vineyard.



WANTED

Brisbane Member Henry Burke is looking to buy a driveable TR that is suitable for a rolling renovation.

Contact Henry on 0408 779 588



Upcoming Events

- Sunday 7 April
Gold Coast Drive
9am**
- Meet at Arthur Earl Park, Nerang**
- A run 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 p_r_bingham@hotmail.com
 - **Please note BYO picnic lunch & a chair.**

- Sunday 21 April
Brisbane Drive**
- Southern run starting at Nielsen's Native Nursery (Loganholme)**
- ending at Tamborine Mountain.

- Wednesday 1 May
Mid-week
catch-up**
- After the success of the first mid-week catch up, we have decided to continue with them.
- Time and location for the next will be released shortly.

- Sunday 5 May
Gold Coast Drive
9am Sunday**
- Meet at Arthur Earl Park, Nerang**
- A run 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 p_r_bingham@hotmail.com.
 - **Please note BYO picnic lunch and a chair.**

- 19 May
Brisbane Drive**
- Details to follow.

SAVE THE DATES

Two upcoming events to mark in your diary:

11 & 12 May – Opera at Jimbour

- The opera Toscanini will be performed in the amphitheatre on Saturday 11 May.
- Other activities over the weekend.
- Search Opera at Jimbour for tickets.
- Staying at Myall Motel (ph 07 4662 3399). It is across the road from the Criterion Hotel for dinner.
- For more detail contact Sue outside school hours on 0407 723 116



1 - 3 June TSOAQ Winter Escape.

- 20 rooms put aside at Apple and Grape Motel (ph 07 4681 3855).
- More details to follow.



SOUTH AUSTRALIAN *Report*



Mad March in Adelaide has almost gone already with so much happening - what a place to live in!

We had a good outing on Sunday 25 February congregating in Woodside for a chat before heading to the River Murray Town of Mannum via Charleston, Mount Torrens and other little settlements on the way. It was a fairly hot day around the 35 degree mark and we drove long distances on country roads on the rain shadow side of the Adelaide Hills. All of the cars performed admirably.



We stopped at Mannum at a bakery for a coffee and light snack knowing that we had a lunch time appointment in Mount Pleasant for a barbeque at the home of a past TR roundie (and other Triumphs) owner Roderick Wallbridge who has moved back to SA after many years away in Queensland.

The journey back up the hill to Mount Pleasant was also hot and trouble-free.

When we arrived at Rod's address Robert and Rosemary Schaefer were already there having brought their beautifully restored (of course) TR6. They had been to a Family function prior and couldn't make the run with us. Good to see them make the effort and good to see them.



Also in attendance, the numbers were made up of:

- Ian Treleaven - TR3A
- David O'Loughlin - TR3
- Mr and Mrs Peter Ruta TR3A\
- Keith Williams - TR3A, and
- my good self accompanied by my cousin Ash Walkley in my TR3B.

We had a good three hours of catch-up chit chat, a barbeque lunch and refreshments of differing types. Then it was time to head back to suburbia via various routes on offer. A good day all in all.

Thanks to those who attended and brought salads to share by the way.



Just a quick update re the McLaren Vale Classic Car Day to be held on Sunday 14 April. I have arranged with PAXTON WINES that we congregate at their cellar door premises and enjoy the food and wines on offer there for the day.

Of course if you want to watch or have paid up to take part in the parade that goes with the event, by all means do that first then come to Paxton Wines to create our TR Register display. I am hoping we get a good turnout on the day and that the weather is favourable (should be).

There are details as to the location of the winery on their website: <https://paxtonwines.com/>

I look forward to seeing you there on the day. Please email your intentions to attend so that we can keep track of who to expect to gbills51@gmail.com

I have been fortunate to go on other organised runs in recent times taking in new roads for me which I'm keen to utilise for future outings for our group. Watch this space!

Until next time love those cars!

Geoff Bills



TASMANIAN *Report*

We have had a dry summer together with an unusual amount of wind, advantageous for those of us with dodgy wipers but not so good for fishing.



Cars at Breona on the way to Miena.

Drive Your Triumph Day

On Saturday 10 February, together with the Triumph Owners Tasmania, we again drove to Miena for Drive your Triumph Day. Its likely we will continue to use this location due to it being in the centre of the state.

The four Northerners ; Hugh and Jude in the TR2, Mike and Jenny in the TR3, David in the TR3A and Dale Luck in the Mustang (due to accident damage to the Stag) met the Northwest Triumph owners at Deloraine: TR7,TR8 and two Spitfires.

This year we took the Highland Lakes Road to the Great Lake Hotel at Miena. The first 15km is relatively flat until, at Golden Valley, the road winds up the hill to the Central Highlands Plateau. On the way there are spectacular views of Quamby Bluff, Projection Bluff and in the distance Drys Bluff. As Great Lake appeared we stopped at Breona for a few snapshots continuing on to Miena arriving early at around 11.30 am.

Meanwhile the Southern members and cars met at Granton at the roadside park and got away at 10.15am.



Ginetta Rochester inspecting TR engine - it's not just the boys.

Things then did not go as intended. Bill Friend's TR4, acquired last year, having its first long run commenced overheating and losing power in the Colebrook area. Assistance was difficult to obtain due to poor phone reception.

A tow truck was eventually arranged at the golf club. Hence there was a delay at Melton Mowbray awaiting confirmation of Bill's predicament. Once on the move again having passed Bothwell, the gremlins again took control as the Goldstone-James Stag sheared three wheel studs off the wire wheel hubs.

Joining us at the pub were Sandy Cook in his immaculate blue Spitfire GT6 MK3. He had come from Launceston via Poatina and Jeff and Shirley Mount. Jeff was already at the Lakes fishing so didn't have one of his TRs. Much less eventful trip home. Important to note the Register cars all made it.



Longford Motorama- Reenactment of Jack Brabham's drive to Longford

Well before there was Adelaide or Melbourne, the Australian Grand Prix was run at the Longford Circuit from 1959 to 1965. I was lucky enough to be there in 1965 when Chris Amon set a new lap record averaging over 122mph in the awesome P4 Ferrari sports car.

I have a particular interest in Longford as my TR2 was raced there by the late Geoff Smedley, when it was in its original geranium colour (called Pinky). Longford was a fast road circuit which included a flying mile wooden bridge and a viaduct to contend with. The circuit no longer exists as a high-level road was built through the course to give access to Longford in floods in the 1970s. A little known story until now, in 1963 the late Sir Jack Brabham was running late for practice so he elected to drive the open wheeler from Launceston to the racetrack. This was the reenactment of this event.

Some 50 cars marshalled at the motor museum and were led to the Longford Town Square by a Jaguar C Type replica along as close as possible to the original route. The usual trio of Hugh in the TR2, Mike and Jenny in the TR3 and David in the TR3A took part in the drive. When we arrived there were another 20 or so cars there including Sandy in the GT6 and several Mustangs.

Our Cars

Hugh's TR2 has new spindles on the wipers and a TR6 twin pull choke cable, significant work on the Stag oil leaks and the new floor is now welded into the TR4 body

Winston Quaile is progressing with the TR3A but not a rapid pace. Mike Sullivan has had the TR3 wiper motor rebuilt- it now self parks.

Coming Events

- 24 March - Devonport Car Show
- 7 April - Veteran Car Club Swap Meet Mowbray Race Course
- 5 May Picnic at Ross Car Show
- 20 October - Predominantly British Car Show Triabunna Village
- 26- 27 October - Motorama Tasmania Symons Plains Raceway
- 1-3 November - Historics at Baskerville



C-Type Jaguar replica which led the Drive to Longford.



Hugh's TR2, Mike & Jenny's TR3 & David's TR3A at Longford.



Hugh Maslin & Jeff Mount at Longford



Winston Quaile's TR3A not - much wiring.

VICTORIAN *News*

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

Drive Your Triumph Day

We joined the TCCV and TSOA for lunch at the Royal Mail Hotel at Whittlesea. We finished up with over 100 attendees. I'm not sure how many members attended as I came down from Bendigo and missed the headcount at the start. That we took over most of the hotel made it difficult to find everybody and some members belonging to a couple of clubs meant that not all had registered through the Register. The company and food were enjoyable, the delivery of the latter was a bit hit and miss as the pub had trouble dealing with such large numbers all at once. The car parks, both out the back and in the street at the front were full of Triumphs. I didn't get to count the sidescreens though.

Coffee venues

Coffee at the Monash Gallery of Art café was held on the last Friday in February and was well attended, coffee and early lunch being enjoyed. At the moment we are trying a few venues after our usual café was forced to close.

Marysville lunch

The lunch run to Marysville, leaving the Beechworth Bakery carpark in Healesville for a scenic run to Marysville for lunch at The Duck Inn was light on for attendees: six of us in four cars - two sidescreens and two BMWs. The run down to Launching place, on through Warburton and McMahon's Creek and round past Lake Mountain took us along good roads and spectacular scenery. Lunch at the Duck Inn was good and after a walk around Marysville it was time to head home.



Ken's TR3

Weekend at Colac

We had a weekend at Colac to catch up with the local members especially Harley, and to go to the Colac Show and Shine. Owing to a Basketball tournament on that weekend we had to stay in Camperdown, 45km away. That turned out to be fine in the end. The weekend itinerary was organised by local member Ken Slingsby, and included the annual Colac Show and Shine on the Saturday.



Ray's TR3 and Winston - Tony's TR3.

Ken had his TR there along with Tony Xerri and Ray Smith from further west. After the Show and Shine we went round to catch up with Harley Evenden, a long-time member, for a coffee and chat. We then headed down to Timboon for lunch and whisky tasting, then on to Peterborough and Port Campbell for dinner where we were joined by Ken and Sally.

Sunday, we met the local car club (Ken is a member) for coffee and breakfast at Beeac, before heading for home. The only thing that was a bit of a downer was that the weekend was only attended by six people in three cars, none of them being TRs.

The March coffee and breakfast morning held on the 22 March was well attended with 12 people. It was held at Mister Fox at the Ringwood golf club, as part of looking for a regular venue. The coffee and food were reported as good and it has plenty of parking. I was setting up Eddington Sprints, which will have been run and won by the time this is published.



2024 Events

9 April 6pm	Dinner at Wheeler's Hill Hotel <ul style="list-style-type: none"> Numbers required for booking.
21 April	Lady Lavender's Teac Rooms, Bunyip <ul style="list-style-type: none"> Lunch run Meeting time and place TBA, numbers required.
26 April 9am	Coffee/breakfast <ul style="list-style-type: none"> Venue TBA
28 April	Show & Shine, Melbourne Steam Traction Engine Club <ul style="list-style-type: none"> 1200 Ferntree Gully Rd, Scoresby TRR, TCCV, TSOA event Details TBA
5 May	Tooborac Hotel <ul style="list-style-type: none"> Lunch Meeting place TBA, numbers required
24 May 9am	Coffee/breakfast <ul style="list-style-type: none"> Venue TBA
24-26 May	Historic Winton <ul style="list-style-type: none"> Details to be advised.
8 June 6pm	Wheeler's Hill Hotel <ul style="list-style-type: none"> Dinner, number required for booking.
9 June	Peter Mac Fundraising Display Day, Bendigo <ul style="list-style-type: none"> Details TBA
14-16 June	Weekend run to Echuca <ul style="list-style-type: none"> Drive up through Nagambie for coffee. Then on to Shepparton to visit the Museum of Vehicle Evolution (MOVE) and overnight in Echuca. Details TBA
29 June 9am	Coffee/breakfast <ul style="list-style-type: none"> Venue TBA



Cover story
More images of Rowan Burns' TR3.



