
Sidescreeen



**JOURNAL
OF THE
TR REGISTER
AUSTRALIA**

NO. 127 ~ JUNE - JULY 2023



INSIDE *Issue 127*



From the editor

Here we are on the cusp of winter again! For us that means tucking our TR up for a few months. But there is no holding other TR enthusiasts back from loading up the car, rugging themselves up and setting off for Stanthorpe.

Will you be there? Details of the **2023 Concours** and Bush to Beach after tour are on the website.

Sadly we won't be there as it clashes with our winter season work. Please send me your snaps and anecdotes of this important event!

Put the **Annual General Meeting** details in your calendar - 13 June at 7.30pm on Zoom. If you missed the link, email Bob.

This issue of *Sidescreen* offers you some enjoyable fireside reading, if you aren't getting about in the TR with the top down. There are historical notes on cars, their evolution and the people who designed and developed them.

Enjoy the read!

Mary



& Scout

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Member movements



SA Ferry ride



TR3B in Tasmania



Autumn tour



McLaren Vale tour

PRESIDENT'S *message*

Since the previous Sidescreen, Sue and I have been touring Italy and Greece so I have been a bit remote from Register matters. However, Bob Watters and David Ferguson have been keeping me informed of key ones.

The nominations for the Committee at our AGM in June is very pleasing. We have all but one of the current team renominating and Steve Bradford has nominated giving us two Queenslanders in the management team (three if you count Bob Watters who, despite living in southern NSW still supports the Maroons).

We will have a partly new Executive next year with David Ferguson relinquishing the Vice President role and continuing as a Committee member.

Thank you David for your outstanding support for me and to the club's membership over the past three years. You have always been calm, considered and logical and kept me and the rest of us on the right path. It has been a pleasure and an honour to work with you and I am sure your contribution will continue in the Committee.

Ian Cuss has nominated to take over as Vice President and I am looking forward to working with my good mate Cussy over the next 12 months. The VP role is obviously a stepping stone to the President's role, if the desire is there. Maybe this will be a transition year for Cussy to take over from me (if he nominates and is elected of course).

It is timely that we have a new VP as during the next year we have to find replacements for the other three Executive positions.

In accordance with the Constitution, after five years in the job I have to stand down from the President role at the 2024 AGM. Bob Watters has been Secretary for the past four years and has been advertising for a new Secretary, so far without success. He has agreed to continue in the role for the time being but we must find a replacement soon. Tony Xerri has been in the Treasurer's role also for four years and has stated he will stand down at the 2024 AGM.

*... make close
and fulfilling
friendships ...*

The club must have members stand up and volunteer for these two positions. It cannot run without them. Involvement means you will be rewarded with the great satisfaction of contributing to this wonderful club and you will make close and fulfilling friendships, the type that only result from active involvement.

The other Committee change at this AGM is that, after more than three decades of dedicated service to the TR Register in a number of Committee and volunteer roles, Russell Holliday has decided to step back. During his time he has managed new spares (before Bareco became involved and it was a very onerous job), been Public Officer, been President twice, has put together numerous Concours and undertaken other jobs too numerous to mention. His dedication and commitment to the club was recognised with a thoroughly deserved Life Membership. Russ has been greatly supported in his endeavours by his wife Kerrie and I am sure that they both will continue to volunteer in various ways for the benefit of the club's members.

Russell - thank you for your personal support in my time on the Committee and as President. From the entire club membership, thank you for such an outstanding volunteer contribution to the TR Register over such a long time.

I am aware, without being across the details, that Ross McLeod has made excellent progress with developing a new IT database for the club. This was an urgent requirement as memberships rely on the database working reliably. Ross has been working on it for months as pretty much as a full time job. In due course he intends to develop our website in a similar way. Thank you Ross for this most significant contribution to the TR Register and I look forward to catching up on the detail on my return.



When I do get back home I'll be straight into the garage to connect the batteries to the TR2 and TR6 to go for a drive. I am hopeful the TR3 panels will be painted and ready for me to re-assemble the car, hopefully in time for Stanthorpe.

That is all from me. I hope to see as many of you as possible online with Zoom at the AGM.

Drive the TR often, and safely.

John McCormack

President | TR Register

SECRETARY'S *Report*

Bob
Watters



It is likely that the AGM will have been held by the time this is being read. However it is worth reporting that nominations for all committee positions apart from the Secretary have been received. As there are no contested positions an election is not required.

Once again the committee has representatives from five states which is another positive sign that the club has established a truly national platform.

However, it is disappointing that, from 350 members, no one has volunteered to fill the Secretary position. 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.

Please consider standing for the role and joining the dynamic team that manages the club on your behalf. I have agreed to stay in the role until a volunteer comes forward but only until the end of this year.

If anyone is interested please call me to discuss the role in more detail.

Life member, Russell Holliday, has decided not to stand for a committee position at the AGM. Russell has served the club for decades in many roles, including President, and his knowledge and experience will be sorely missed.

Thank you, on behalf of the membership, Russell for all of your hard work.

Bob

Bob Watters | Secretary



BIRTH CERTIFICATES

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

**TR Register Australia
Annual General Meeting
Tuesday 13 June 2023**

7.30pm on Zoom

**Contact Bob if you need
the link**



Hi all TR Register members and enthusiasts

Renewal of Membership will be required by the end of June for the next financial year (2023 / 2024). However, the good news is that it's a bargain at \$40 for full members and \$20 for associates.

A renewal form has been included with this issue of *Sidescreen*.

The preferred method of payment is direct debit with your surname and membership number included. Details for this and alternative methods of payment are noted on the Membership Renewal form.

Once the new Website and Membership database is up and running there will be a further method for paying by credit card via Stripe.

Ross McLeod, who is updating the website and Members database, will advise at the appropriate time when Stripe is available for use and further details on how this payment method is utilised.

As all members would be aware we no longer issue laminated cards but rather proof of membership will be emailed (or mailed) once processed.

Remember to tell us if any of your personal or car details change, particularly your email address or mailing address.

Please preferably email or post all renewals as per the details provided on the application form.

Four new members have joined in period between magazines.

State	Member	Location	Vehicle
NSW	Kenny Borley	Pambula Beach	TRA
	Russell Roberts	Orange	TR3A
	Cenny Wagemaker	Tennyson	TR3A
Qld	Graeme Laurie	Little Mountain	TR3A

Members who have already paid their 2023 membership in advance, obviously do not need to take any further action.

Likewise, recent new members who have received confirmation that their first year of free membership expires on 30th June 2024 do not need to renew their membership until that time.

If there are any issues please contact me.

Andrew

ANDREW PITCHFORD | MEMBERSHIP



NSW Members out and about

L-R: Neville Turbitt, Andrew Ross, Neil Tribe, Allan Wright, Maureen & Ross Wannell, Brian & Gwen Richards, John & Joan Muddle, Cenny Wagemaker, Allan (regular visitor).



Renate Polglaze & Allan Wright

Happy 70th Birthday TS2



TS2, built on 22 July 1953, the first RHD Triumph sports car, originally registered in Co Offaly, Ireland

On Wednesday 22 July 1953, the first two Triumph TRs were launched by the Standard Triumph factory in Coventry England. Known by their chassis/vin numbers as TS1 and TS2 the former was in left hand drive and the latter in right hand drive. TS is an abbreviation for Triumph Sports.

TS1 was exported to Canada and is a survivor today.

TS2 was exported to Ireland via Sweden where she attended motor shows in both countries. What's more, TS2 has a fascinating Irish history, as her Co Offaly registration might suggest.

In Ireland in Autumn 1953, she was displayed at the Dublin Motor show followed by touring the country to the many Standard Triumph dealers as a demonstrator, she was unregistered and was driving on her garage trade plates.

- She was purchased by her first owner Dr Brendan O'Hara in January 1954.
- Dr O'Hara raced and rallied many types of sports cars in the 1950s and 60s.
- Dr O'Hara was a GP and his surgery was in Tullamore, Co Offaly.
- In 1904 County Offaly was issued with the vehicle registration prefix IR.

Fifty years later in January 1954 Dr O'Hara's new TR2 was issued with the registration number IR-6360 which she retains to this day in Ireland.

Easter in Ireland for motorsports fans back in the 1950s to 1980s always meant the arduous four day Circuit of Ireland Rally. Dr O'Hara entered TS2 in the 1954 Circuit of Ireland Rally and completed this tough event without mishap.

TS2 was the first TR to enter this famous rally, followed by dozens more sidescreen TRs over the next two decades culminating with the late Paddy Hopkirk winning the 1958 rally outright in a works TR3A, with 3As also winning the team prize.

TS2 was raced, hill-climbed and rallied over the following 18 months until Dr O'Hara moved temporarily to London in 1955/6 taking his TR2 with him. He was living in Eaton Square.



TS2 was road-taxed with London County Council on her Irish IR-6360 plates during her stay in England. The UK's annual road tax rate back in the mid-fifties was double the cost of the annual road tax rate in Ireland.

TS2, being built in Coventry, is the sole fully built up sidescreen TR registered as a new car in Ireland. All TR2/TR3/TR3As were assembled in Dublin from completely knocked down kits supplied by the factory. TR2s assembled in Ireland carried the DL suffix on their chassis/vin plates.

Upon his return to Ireland with TS2 Dr O'Hara sold her to a fellow enthusiast who also campaigned her vigorously as did her subsequent owners. Sadly by the mid-sixties TS2 was semi-derelict with very little time or money spent on her, like many ten year old cars, their owners moved on to newer and faster models.

In 1973 Tom Brown of Bangor Co Down was the owner of TS2. Tom wrote to our club asking if anybody would buy TS2. The following Sunday I drove to Bangor to meet Tom and take a look at TS2. For me to buy and restore TS2 in the condition she was in was a bridge too far. She was just about in a drivable condition but in a very distressed state, so I declined Tom's offer.

Fortunately my good friend Keith Read, a motoring columnist and author on all motoring topics, stepped in and purchased TS2 from Tom, bringing her across the Irish Sea to his home in the English midlands. Eventually Keith donated TS2 to the TR Register UK who subsequently undertook a mammoth rebuild.

Thankfully TS2 today is not a trailer queen or a museum exhibit. She is constantly on the move and visits overseas countries as well as touring throughout the UK. TS2 is and has been the best marketing tool for the TR Register UK club and its members across the globe. She is now due another major refit to keep her running for the next 70 years.

Happy 70th Birthday TS2 from all of us club members in TR Register Ireland.

Patrick McMahon **Secretary | TR Register Ireland**

WHAT'S *in a name?*

Ross
McKinnon

Thanks to Ross who has responded to a request for information about the MOSS award. So, we start to share our own historical anecdotes for this award.

For some time the Register had been purchasing new parts from Moss Motors in England, hence the name. The original meaning stood for: **Most Outstanding Spectacular Stuff Up**. [The "Most Outstanding Stupid Situation", derivation is NOT correct.]

The award was originated by Rick Fletcher in 1997, and was given to Geoff James at the Concourse of that year. "Why?" you might ask.

The truth lies along the lines that Geoff and Andrew Gibson were travelling to The Historic meeting at Phillip Island. Somewhere near Sale these two "desperate" drivers decided to have a drag race.

Geoff thought his engine should rev to at least 9000. Sadly the mechanicals were not up to such treatment, and the top of the piston came off.

Later Rick took the piston and created the trophy.

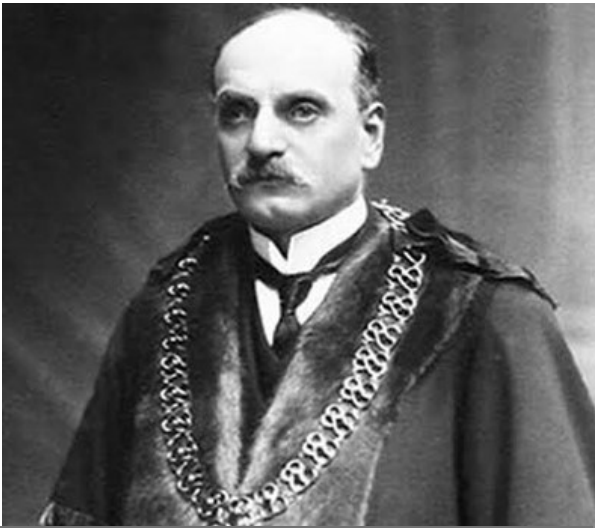
The second recipient in 1998, was Rick Fletcher himself, who to this day is not willing to say why he "deserved" the award, but the judges obviously thought he did!

I was the third "owner" of this award in 1999, as a result of a ruptured Achilles tendon, when acting as a runner of the Sache for TSOA's team in the 6 Hour Relay at Winton, 1999.



Every TR driver has been asked about the link to Triumph motorbikes. Neville knew they were both one company way back, but didn't know the whole story. He decided to find out.

In 1885 Siegfried Bettmann of Nuremberg in Germany moved to Coventry in the UK. He was proficient in several languages and found work as a translator for a publisher of foreign language directories and later a sewing machine company.



Siegfried Bettmann became Mayor of Coventry in 1913

Bicycles

In 1886 he moved to London and formed S. Bettmann & Co. He started importing bicycles from Europe to sell in England. Bettmann decided he needed a catchier name than "Bettman Bicycles" so called his company "The Triumph Cycle Company".

A year later he was joined by another German named Johann Moritz (Maurice) Schulte and they formed a partnership. The name changed to "New Triumph Co. Ltd" and they raised funds from the Dunlop Pneumatic Tyre Co. as well as family members to become manufacturers rather than importers. Their base moved to Coventry.

Motorcycles

By 1889 there were producing Triumph bicycles and opened a subsidiary called Orion in Germany. The business grew and it was a logical step to add a motor. In 1902 they produced their first motorcycle using a 2.25 bhp Minerva engine. As sales increased, they produced their own motor.

When World War I broke out the army was looking for motorbikes for their expeditionary forces. On one occasion, the army rang on Saturday and wanted 100 bikes urgently, for troops leaving the following week. The factory worked around the clock and delivered 100 to the train station on Sunday night.

The Triumph 550cc Model H became the biggest-selling bike in England. Triumph was the biggest producer of motorbikes in the UK by 1918. The 550 C is about as close as you can get to a powered bicycle.



Triumph 550 CC

TRIUMPH—the early days

Cars

The 1920s rolled around and Triumph moved to cars. Claude Holbrook (1886–1979) who was GM at the time, had joined the company in 1919. He convinced the owners to buy the Clay Lane premises of the Dawson Car Company. Triumph produced the Triumph 10/20 which meant it developed 20 bhp but using the calculation for tax purposes it was 10 bhp.



Triumph 10/20

Triumph produced the Gloria and Southern Cross ranges. The engines were produced by Triumph but designed by Coventry Climax.

At this time, they had a young engineer called Donald Healey. He became Experimental Manager in 1934 and by 1937 designed the engine for these cars.

The new car was designed by Lea-Francis and powered by a 1.4-litre engine.

Lea-Francis received royalties every time a car was sold. The 10/20 had moderate success but was not a major competitor in the market.

In 1927 the company produced the Triumph Super 7 which sold well for seven years. It came in a four-seater sedan as well as a two-seater sports version. There was even a boat tail racing version.



1932 Triumph Southern Cross Tourer



Triumph Super 7 1932

In 1930 another name change for the Triumph Motor Co. They had come to realize they could not compete with the bigger manufacturers in the mass market area and decided to target the up-market segment.



1934 Triumph Gloria Six 12.9hp

Triumph Dolomite 8

Healey purchased an Alfa Romeo 8C 2300 and was inspired to make a straight-8 engine for a new car called the Triumph Dolomite. Only three were produced in 1934. One was raced and destroyed in an accident.



Triumph
Dolomite 8

Donald Healey as driving in the Monte Carlo Rally when the car was hit by a train at a railway crossing in Denmark.

The car was a straight-8, twin overhead cam engine with 1,990cc capacity with a Roots-type Supercharger producing 140 bhp. The top speed was 110 mph. Brakes were 16 in Lockheed drums, a beam front axle and half elliptical springs all around. Many believe this was the best car Triumph ever built. Two of the cars have survived and have been restored.

Financial Issues

By 1936 the rapid growth had caught up with Siegfried Bettmann and the company was in financial distress. To get out of trouble, the bicycle and motorbike business was sold to Jack Sangster who had a company Aerial Motorcycles. The combined company became Triumph Engineering Co Ltd.

Dolomite Sports Saloons and Coupés

From 1935 to 1940 the Dolomite road car was produced. This was a pale copy of the straight-8. The Dolomite was powered by a 1,767 cc four-cylinder engine and had a saloon body. It was sold as a luxury saloon. No GPS but it did have wind-up windows, a leather-bound steering wheel, dual hydraulic brakes, three ashtrays and an aluminium body over a timber ash frame. If you could afford an extra 18 guineas, you could have a radio.



Triumph Dolomite
Sedan 1938

The car was initially 14/60. A later model in 1938 with a higher compression ratio was 14/65.

In 1939 a slightly longer version was released. It was powered by a 1,991 cc (121.5 cu in) engine fed by triple SUs. The Dolomite had a top speed of 81 mph and 0-50 mph in 15 seconds. The Dolomites came in both sedan and open-top versions.



Triumph Dolomite
Convertible 1938

The End—1939

A combination of events spelled the end for Triumph. World War II had arrived and the market for luxury cars went away.

It had been difficult surviving through the Depression - now it became impossible. The ability to build aluminium bodies with war commencing was also another factor. In 1939 the company went into receivership. The factory and machinery were put up for sale. A scrap metal company bought what remained. Dennis Healey was put in charge as GM. It is not clear if any further production occurred but some cars were assembled and sold.

Worse was to come. The Germans saw an aluminium fabrication factory as a prime target and bombed the Coventry plant in 1940 completely destroying what was left of the company. All that remained was the trade name.

Triumph motorbikes were in a far stronger position during the war. Bikes were used by the army and by 1942 they had built a new factory and were flourishing. Triumph cars however had gone into limbo waiting for the war to end before they would be resurrected.

NSW Events

The Malfunction in April was a huge success. Plenty of good food, hearty laughs and of course cars, including Allan Bare's very rare Buckle which caused a lot of interest and excitement. Thank you Mal once again for hosting us at your home in the Southern Highlands. A great time was had by all.

Pictured right: Members check under the bonnet of Allan Bare's car.



Runs in June and July

24-25 June

Almost Xmas in July, Bundanoon

- While the weekend stay in Bundanoon (arriving Saturday 24 June departing Monday 26 June) is fully subscribed, you are warmly invited to attend Sunday's run even if not attending the Saturday function.
- Sunday morning visit to an historic house, followed by an afternoon visit to the Bundanoon home of Jenny and Peter Molesworth. Admire the collection of cars in the garage and their beautiful southern highland garden.
- Enquiries and confirmation of attendance to Kerrie kerrieholliday@hotmail.com

Coffee Mornings and Lunch in June and July

Every Wednesday 10 am	Tathra Pub—8 Bega St, Tathra <ul style="list-style-type: none"> Enquiries Bob Watters, Sapphire Coast Chapter bobtr3@gmail.com
Sunday 4 June, 8 am	AutoBrunch St Ives Showground, 450 Mona Vale Rd, St Ives <ul style="list-style-type: none"> Sunday Cars and Coffee Enquiries nsscc.com.au or Andrew Ross, andrew@tr-register.com.au
Wednesday 7 June, 10 am	Pie in the Sky, 1296 Pacific Highway, Cowan <ul style="list-style-type: none"> Enquiries Andrew andrew@tr-register.com.au
Wednesday 21 June, 10 am	Moses Barnes, 89 Argyle Street, Picton <ul style="list-style-type: none"> Booking and enquiries—Jenny Hicks hicksjenny50@gmail.com
Sunday 2 July, 8 am	AutoBrunch St Ives Showground, 450 Mona Vale Rd, St Ives <ul style="list-style-type: none"> Sunday Cars and Coffee Enquiries nsscc.com.au or Andrew Ross, andrew@tr-register.com.au
Wednesday 5 July, 10 am	Pie in the Sky, 1296 Pacific Highway, Cowan <ul style="list-style-type: none"> Enquiries Andrew andrew@tr-register.com.au
Wednesday 19 July, noon	Menangle Country Club, 170 Menangle Rd, Menangle Park <ul style="list-style-type: none"> Enquiries and bookings to Jenny hicksjenny50@gmail.com
Upcoming Events	
11-13 August	Travel to Stanthorpe TR Register National Concours <ul style="list-style-type: none"> If you would like to join a travelling group to the National Concours, you may like to consider the following options. One group is making a leisurely trip up, departing on Wednesday 9th August from Sydney. We will stay overnight in Uralla and drive to Stanthorpe the next day, in time to prepare the cars for display. Another group is departing on Thursday for overnight in Uralla and arriving in Stanthorpe Friday. Contact Kerrie for more details kerrieholliday@hotmail.com
Sunday 17 September	Sydney's All British Day—King's School, North Parramatta <ul style="list-style-type: none"> Held at the same time as the school's annual fair Ticket details TBA



Another perfect Autumn day in Tathra: Andrew Gibson's TR4 and Margaret Wicke-Fitzgerald's TR3A

Well 2023 has become The Year of the Visitor for the Chapter.

- From Victoria, on one of their regular visits to the Sapphire Coast, were Life Member.
- Colin and Juanita Baldock became the first visitors from South Australia.
- Others from closer to home were Michael Jaques who timed his visit on a return trip to Batemans Bay from Melbourne.
- Keith and Dotti Manning regularly take a run down from Narooma.
- Another regular, Andrew Gibson, persuaded Margaret Wicke-Fitzgerald and her partner to join him on a pleasant drive from Batemans Bay. Margaret is a long-time owner of a very nice TR3A and has been a member for many years. Margaret was heavily involved in the running of the Bateman's Bay Concours in 1993.

From the *Strange but true* Files ...

Rick Fletcher recently sent the speedo and tacho from Bluey to Norwest Instruments in Sydney for an overhaul. He subsequently received a call from Paul (business owner) to let him know that the work was finished and both were in the post back to Rick. Paul asked Rick if he had noticed the faded white stickers on the backs of the instruments. Rick told Paul that he did but hadn't really looked them. Imagine Rick's surprise when Paul informed him that the stickers were signed by Paul himself, dated from 40 years earlier when he had previously overhauled the instruments whilst working at Olympic Instruments. There is no truth to the rumour that Rick asked if they were still under warranty.

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

Bob Watters

QUEENSLAND *Report*

Paul
Bingham



Just a couple of words about the TRip west for the Queenslanders .

What a TRip great with good company and cars to see the county so green the weather gods were good to us, roads were not too bad, food was quite good and what was most surprising - petrol was *cheaper than on the coast!*

Itinerary:

- Dalby first night
- On to St George for the second night—Balonne river flowing well (good for the country)
- On to Dirranbandi for morning tea what a Magic cafe all home made food
- Next stop: Hebel close to the NSW border with a pub, cafe, fuel (yes and a free phone box which worked so I rang a friend!)
- On to Lightning Ridge for a couple of nights—a place you must put on your bucket list to see how the other half live. We did a bit of Opal prospecting and mining.
- On to Walgett a town that is not doing too well then on to Collarenebri for morning brunch with left overs from a Roast cooked by Ken & Judy the previous night so we didn't forget what home cooking was like (great job!).

While eating we noticed a Rolls Royce over the road John the owner came along and invited us to check out his other Rolls and an early Ford. (Thanks John!)

- Next stop for the night Moree quite a busy town and worth a visit
- Thought I'd ring farmers Brian & Bev (TR & Jag owners) who live at Warialda to see if we could catch up. They insisted we have morning tea with them and check out the TR & Jag e-type. Thanks Brian & Bev for the invitation and putting on a nice spread. Country hospitality always amazes me—such down-to-earth people.
- On to Inverell where there's lots to see and catch up with a member we haven't seen for quite some time (Ron Thorp) foundation member of the Inverell National Motor Museum
We checked out the - worth a visit lots to see and history
Went to a place called the Green Farm out of Inverell.
A great place for children (and us big kids). The putt putt was great fun.
Ron was so kind to invite us to his private car collection - quite a lot of different cars collected over the years
- Well with the TRip nearly over we had one night left at Warwick then headed back to the coast.

As I say Never too far in a TR. As Rita says you can't say a few words can you? Bucky said you have to talk to people and enjoy time with them. We did!



Dalby



St George



Hebel



Inverell

QLD TRIP *West*

The intrepid Queensland Travellers' photographs boast of their exploits into the West.



Mini golf scoring.



Cranky Rock



Warren did not get caught in this.



Look what you find in the middle of nowhere



Thinking of a swim



Travelling West—spot the VW



1927 Triumph Super Seven being restored by Ron Thorp. Read Ron's article "Motoring Triumphs in *Sidescreen* Issue # 123 Oct - Nov 2022.



Our last outing was a good drive to the river town of Swan Reach situated on the east bank of the River Murray approximately an hour and a half from Adelaide on Sunday April 14th.

We met at one of the two bakeries in Mount Pleasant in the Adelaide Hills. Those attending were:

- Dennis Hawkins in the white long door TR2
- Trevor Lindsay Daimler SP 250
- Ivan Powell in the immaculate ex Laurie Cousin TR3 and me in my TR4A.

It was a beautiful drive across the hills on the Walker Flat road from Mount Pleasant travelling through Cambrai and Sedan to Swan Reach.

We arrived at the ferry to cross the river to see the recent floods had receded now back to normal pool level. As it happens the ferry crossing ends almost in the Swan Reach Hotel carpark and on arrival we were greeted by a couple of people who were not known to us but made themselves known as Maureen and Eric (Register members Berri, on the Murray upstream from Swan Reach). Maureen is the proud owner of what looks like a beaut TR3A purchased in Queensland and driven home, and also a very nice looking Spitfire.

Eric has a Cadillac in which Maureen parks her cars!! It was great to meet and talk to these fellow enthusiasts over a nice pub meal and a few beverages.

Once done, Ivan set sail thirty minutes before the rest of us. We finished talking, said our farewells to our new found friends and got back onto the ferry.

The journey home took us back through Sedan then up Sedan Hill to Keyneton just out of Angaston in the Barossa Valley. From Keyneton, we travelled to Eden Valley and Springton where we paused to say hello to another long serving member Karl Zalk. Although having slowed down somewhat, Karl told us he still takes his TR3A out twice a week to keep his eye in.

Once done there we journeyed home taking individual convenient routes. A good day was had by all.





The only casualty for the day was my generator but fortunately the battery was strong and I made it home without any further troubles.

Several of us are once again heading to Winton Historics at the end of May, it really doesn't seem a year since last time!

The next outing will be on Sunday 18th June. The route is not yet planned. SA members please watch for information on this that I will email in the near future. Please please let me know if you are coming so that we know everyone is at the start point and don't have to wait for any more.

Until next time, drive responsibly

Geoff Bills

MEMBERS *on tour*

Robin & Bob
Adams

Here are photos from Robin and Bob Adams' recent trip with friends to McLaren Vale.

The first stop overnight was St Arnaud. Over the last three years they have gone down the silo art/mural scene in the area and it is still a work in progress. The coloured one is in Kaniva then at McLaren Vale d'Arenberg Cube with a Salvador Dali exhibition of bronze sculptures. An interesting Fence at Wirra Winery.

It is 10 years since we went round Oz in "Trevor" (TR). He turns 70 this year so we are planning to go to Stanthorpe via Alice Springs to the Three Ways then down to Stanthorpe. We are calling it "The Southern Cross". We are leaving early July but have no set plans or dates yet.





Some British at Ross

Picnic at Ross—Sunday 7 May 2023

A cold start to this day with overnight temperatures in the north and south barely above zero and combined with continuing road works on the Midland Highway possibly explained the lesser numbers arriving in the leafy village for the annual event. As usual there had been recent heavy falls of autumn leaves. It warmed to about 14° C during the day.



Rochesters' TR3B at Ross

David Pearce in the TR3A and Jeff Mount in the E-Type met up at Longford for a coffee with the Flying Mile Cruisers. They then proceeded from Woolmers Lane down Panshanger-cum-Mt Joy—cum—Valleyfield Road to Campbell Town. The roads being named for properties passed on the way. From Campbell Town to Ross the road works had been completed save for the last kilometre into Ross.



New seats in the TR3B

At Ross we met up with Stephen and Ginetta Rochester in the TR3B having its first long run since its aborted start off to Merimbula due to a brake master cylinder malfunction. Both were enjoying the comfort of the recently fitted early MX-5 seats which had been retrimmed in black and featured a red stitch, complementing the rear seat.



Another fine standard Triumph product

These days it is the local businesses that promote the event and who are the beneficiaries be it the pub, the bakeries or the antique and second-hand shops and they appeared to be well patronised.

As to the cars present: plenty of Holdens with numbers of EH and HR models, about three VW Kombis and another three Leyland P76s, some Minors and Minis, various Ford models, some 50s onwards American origin and some similar vintage British models. There were much lesser numbers of sports cars of the open top variety than usual.

Leaving Ross just before 2.00pm I was home an hour later having run up 102 miles for the outing.



Our cars

David Lake's TR4 was listed on the Pickles on line auction in late April and achieved a sale and will be leaving the island. It was in better order for having passed through his ownership.

Hugh Maslin's TR4 restoration progresses with the chassis sitting on four wheels. Work has started on the body which has been tackled before.

Coming events

Monday **British Classics. Launceston**
12 June, 10am-2pm • NAMT 18 Lindsay Street, Launceston

Sunday **Predominantly British Car Show**
15 October, 9.30am • The Village Community Centre, Triabunna
-1.30pm

Monday to **Targa Tasmania**
Saturday, 23-28
October 2023

Friday to **Baskerville Historics**
Sunday • Baskerville Raceway
3-5 November

TR Register National Concours and After Tour
Friday to • Stanthorpe and Ballina
Wednesday, 11-16
August 2023 This year's starters are Martin and Daphne Osborn, Hugh Maslin and David Pearce. Sailing on Spirit of Tasmania 6 August and meeting some Victorians at Nagambie on the Monday morning.

David Pearce | Tasmanian Coordinator



STOEWER *Museum*



The Stoewer Museum is a tribute to the family behind Germany's Third Car Manufacturer. Starting out in the sewing machine manufacturing business in the Prussian State of Pomerania, the business evolved to build motor cars, buses and general purpose military vehicles. Although the company did not survive past World War II, the Stoewer family were entrepreneurs whose story is fascinating. The museum is located in Tawonga South, NE Vic and boasts an impressive collection of cars and other memorabilia.

This formed part of the Autumn Tour to Bright and surrounds (see Victorian News Report).



VICTORIAN News



AUTUMN Tour



Dederang Hotel



L-R: Mike & Trish Hall, Geoff & Noelene Bowman, Tracey & Ian Cuss, Mary Bird, Ross McLeod, Leonie & John Johnson, Peter Standen (behind), David & Wendy Graham, Peter Riley (behind), Keith & Judy Brown



Mary and Ross arranged a weekend escape to Bright from 14 - 16 April. Most of us met up at Yarra Glen for a 9.30am departure, headed towards Bonnie Doon for a quick stop, then out to the Hume Highway for a short, legal blast at 110kph, before meeting up with the Cusses and Peter Standen for lunch at the Milawa Bakery.

Following lunch, we cruised along the Ovens Valley and into Bright. Everyone stayed at the Bright Motor Inn, very close to the centre of town.

Off to the Bright Brewery at 5.00pm for a quiet little drink before dinner, where we were met by Alison Gilbert, Ross and Mary - the locals! The local craft beer was flowing by the time we headed off for dinner at The Alpine Hotel, just a short walk away. The food and service were perfect for us after a day of driving, allowing us all to head off for an early night.

Next morning, Saturday, Jenny and I got stuck for a while as the remote control on the MX5 had a flat battery!! We only took it because I was sick of working on TRs and thought we would have a stress free weekend!! Only 30 minutes late for the trip over the Tawonga Gap to a private car museum in Tawonga South. I must say, that road was brilliant in the MX5, so I assume it was similar in the TRs! Jenny was yelling at me, so I must have been having fun.

We didn't get to see the Stoewer museum, except for taking a photograph of the very neat workshop.

From there, it was a very pleasant cruise along well surfaced roads to the pub at Dederang, where we met up with Bob and Robin Adams for lunch. This is an old style country pub, built more for beer than food. You know the ones! All the meals were served in a timely manner and we all ate too much I am sure.



David Ferguson



Following lunch, the group broke up into a few directions, taking in Yackandandah, Beechworth and Myrtleford on our return trip to Bright.

Saturday night was The Punka Pub in Porepunkah. This is a really modern pub with a great menu and good service. We had to take it easy, as we all had to drive and the roads at night can exhibit a bit of wild life! We encountered a deer and a kangaroo on our return home, fortunately just grazing by the side of the road.

Sunday morning was a treat. Morning tea at a little café in Porepunkah called *Sale e Pepe*. The owner runs the barber shop next door five days a week and opens the café on two. It's all genuine Italian food that the proprietor bakes and cooks, served with the best coffee you can imagine. We all crowded into the little café and enjoyed the experience. Next time you are in the area and need a haircut and a coffee, you know where to go.

From coffee, we headed out to Wandiligong to Nightingales Alpine Produce. If you like apples, this is the place for you. We spent a little while shopping and checking out the fresh food. From here, a 30 minute drive in the rain to Harrietville and the famous, Snowline Hotel for lunch. Another big meal and a few drinks was the perfect finale to a terrific weekend in one of the state's most picturesque areas.

Well almost the finale! Ian Cuss, Bob Adams and I headed over to Alison's place to change the head gasket on Peter Malko's TR3. It had been giving him grief before he sadly passed away and had finally blown. As always, the little TR put up a fight but we managed to change the gasket over. I couldn't be there on Monday morning when Ian and Bob completed the job as we had to head home early to rescue our dog sitter!

On 9 May, about 25 of us caught up for our regular dinner at the Wheeler's Hill Hotel. Great to see Peter Standen make the trip all the way from Bendigo just for dinner.

On 4 June, we have a breakfast at Martha's Table Restaurant at Martha Cove. This is a combined event with TCCV and at this stage, we have 50 people booked in. Not bad for mid winter.

Regards David



L→R: Robin Adams, Alison Gilbert, Tracey & Ian Cuss, David & Jenny Ferguson, Judy & Keith Brown, Bob Adams



L→R: Noelene & Geoff Bowman, David Graham, Peter Standen, Leonie & John Johnson, Mike & Trish Hall, Wendy Graham, Ross McLeod.



Italian delights at Sale e Pepe Cafe



TR line-up



Before and after - the Rochester TR3B with original seats and new MX5 ones.



Below: Under the bonnet.

