
Sidescreeen



JOURNAL
OF THE
TR REGISTER AUSTRALIA
Issue 139 June – July 2025

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INSIDE *this issue*



From the editor

After a very mild (and dry) autumn in our neck of the woods, winter has hit us with an icy blast.

Meanwhile, keeping the home fires burning and the history files turning, Bob is looking for those elusive photos from early TR Register years. Dig deep into your archives and see if you can pull out a gem or two.

There are some great TR2s featured in this issue. Our cover stories are a must read! Restoring vehicles to their former glory is a real labour of love.

We get some more peeks into member workshops this issue. If Rowan finds his Newcastle set up fun in winter, perhaps the Tasmanian members could share how they warm their mechanical havens?

Hahndorf Concours accommodation is disappearing fast. Make sure you avoid disappointment and book your room! Attendance at the event can be booked through the website.

It is also time to renew your membership. Read Andrew's report about ways to pay. There will be nothing mailed or emailed in the way of reminder – *this is it!*

Scout may have helped me round up reports this issue, but when it comes to editorial – he is too busy rounding up recalcitrant chickens in the backyard! You just can't get good editorial support these days!

Mary
 & Scout



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**Hahndorf
Concours &
After Tour
17 – 22 October**

50th Celebration
Your photos
from the early
years needed.
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reveal about
you? Page 19**

PRESIDENT'S *message*

Greetings Members!

This will be brief as you should have received my annual report. If you haven't please email or phone me and I will forward it to you via email or snail mail.

Tracey and I will have just arrived home by the time you read this. I am currently in a bush camp just east of Warburton WA on the Great Central Highway - commonly known The Outback Way - Australia's Longest Short Cut. It starts at Laverton WA and travels through to Winton QLD, a total distance of 2,720 kilometres.

It has been three months since we left Albury to travel to WA and I estimate we will have covered approximately 17,000 kilometres.

Western Australia has so much to offer. It is a state of opportunity. Currently there are approximately 4,500 vacant mine worker jobs and the estimate by 2030 is that that figure will have doubled. Plus - there are plenty of vacancies in all sorts of other industries.

If I was younger, this is the state I would come to, to make some great money. Lots of retirees are doing casual work for a few months in whatever they wish to do.

Enough about travel.

The serious part of this report is, I'm seeking members to join the committee. We have lots of members who have served the club committee for many years and now wish to sit back and relax.

Last year we were very fortunate in recruiting John and Rowan to join the committee, as well as Steve and Colin joining the executive.

It's not a big ask of you as a member to put back into the club - so please consider joining.

You will receive on-the-role training, the opportunity to talk to other committee members at least five times a year, be handsomely rewarded by seeing the club move forward and continue to provide activities for you and your wonderful car.

Please consider this. We need some new blood to keep moving forward. Feel free to call me or any committee member to discuss your new role.

All the best in TR Land.

Cheers

Ian

President | TR Register





Website: We have a few cars posted for sale and a couple have been sold. I am regularly posting events for the various chapters. Have a look at the events page to see what is happening in your neighbourhood.

Concours I have been told we now have 49 rooms booked at the accommodation, of the 69 reserved. All the Manna rooms are allocated so only Lodge and Studio apartments are left so if you are thinking of coming and haven't got a bed get onto The Manna to sort it out.

Having said that we have 49 rooms allocated, I only have 54 people registered as attending so there seem to be a lot of people who like to sleep alone! If you haven't registered, all you have to do to slide down the home page of the web site until you find the flashing sign that says 'Concours Entry Form'. No-one has complained yet so it must be working okay. If you need any help just ring me and we can do it over the phone. I will soon send out a summary of your booking to those who have registered with payment details. No rush to pay now but it needs to be done by 4 weeks before the event. We will refund if there is an issue if we have enough time to notify the venue.

If you are interested in doing the Bay to Birdwood you do need to register in the next few weeks as the entries will be open to the public in early July and we need to communicate with the Bay to Birdwood Committee the numbers we are planning to have. Bookings go fast so let me know if you are thinking of joining this event.

As we are staying in a German village, naturally the Presentation Dinner theme is 'The Best of British'. You can come as your favourite actor, rock star, member of the royal family or a character from a show. Anything remotely British is acceptable.

SA Group - We are planning a run to Port Fairy for the 50th anniversary run in May 2026 to meet up with the Melbourne group heading in that direction. I will release an email with more detail soon but accommodation in Port Fairy is booking fast so you will need to at least commit to the reservation within a few weeks if you want to be at the same accommodation.

That's all from me!

Col

Vice President | TR Register

TONY'S *Test*

Tony
Knowlson



Each issue, Tony dives into his extensive photo collection accumulated over his years of TR membership. He selects a photo and presents it here with a test of your memory of events past! Can you remember this trip organised by Peter Woods? Answer page 15.



MEMBERSHIP *report*

Andrew
Pitchford



Membership Fees

Due: By 30 June 2025

Cost: \$50 full member

\$25 Associate member

See payment methods below.

It is pleasing to see that our membership numbers have remained relatively constant over the past few years which has continued into the 2024 Financial Year. At the end of May 2025, there were 335 TR Register Australia financial members.

New members

In the period since the last Sidescreen magazine two new members have joined. Interestingly one with a Peerless and the other a TR2.

Preferred method – Direct Debit

- **Account name:** TR Register Australia
- **BSB:** 032 087
- **Account no:** 152432
- **Reference:** Your name and/or membership number

Credit Card

Email membership officer
membership@tr-register.com.au

- your credit card details & expiry date, &
- on a separate email the CVC number (for security reasons)

Cheque

Post cheques to:

- Membership Officer
TR Register Australia
12A Stanhope Street
MONT ALBERT VIC 3127

Member #	Member	Location	State	Vehicle
1060	Trevor Burke	Malvern East	VIC	Peerless
1061	Richard Berriman	Pearcedale	VIC	TR2

For the benefit of new members particularly, but also those with aging memories like mine, I'd just like to remind people that **renewal notices are not sent out to individual members but rather we advise through Sidescreen**, generally the issue before the end of the Financial Year, that fees are due for the following Financial Year.

Just to emphasise the point – **therefore membership renewal fees for 2025 are now due.**

Fees

As the President has previously advised it's timely also to remind everyone, other than Life members, that Membership renewal fees have been adjusted for 2025 as noted below:

- Full Membership → \$50
- Associate Membership → \$25
- New Membership → Complimentary for the first year (or part thereof)

Payments

These should be made preferably by direct deposit to the club account the details of which are provided in the sidebar. Don't forget to reference your name and member number! **Andrew Pitchford**

Membership Officer | TR Register Australia



Birth Certificates

Need a birth certificate for your Triumph?

Contact Bob Watters (details page 2).

50TH ANNIVERSARY *Celebration*

Bob
Watters



With all the plans well in hand for the various elements for the year of celebration in 2026, there is nothing new to report. The main focus at the moment is the book which is progressing steadily. I am enthusiastically reviewing almost 50 years of newsletters to produce what I hope is an interesting read. Mary is then taking the text and weaving her magic to turn it into a book.

The history of the Register makes an interesting story about what can be achieved from humble beginnings with the dedication of a few enthusiasts to the professional club that we all enjoy today. However, to really bring the story to life there must be photographs and lots of them. So once again, I am asking any member with photos from the 1980s and 90s to share them.

Working Group

Bob Watters

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This was the era of film and having prints processed and stored in albums. Newsletters in these early days didn't feature many photos so there is a shortage of readily available images to complement the writing. The situation reversed after the new millennium when digital photography took over and there are more photos than can ever be used.

I know there are albums out there (I have several) so why not get them out and take a trip down memory lane? I'm certain that you will find photos from runs, events, restorations or other activities that will be worthwhile inclusions in the book. The photo below is a good example.

This shows Alan Mitchell's TR3A and Bob Morgan's TR2 at an event at Randwick Racecourse in 1978. John Murn is at the rear in a black track suit. The others are unknown.

Can anyone identify them?



Please contact me with any anecdotes or photos from the first 2 decades (or later years). If you don't feel like writing just give me a call (0408 502 350) and I will take notes.

Please feel free to contact any of the working group with suggestions or to volunteer some time to ensure the success of this historic milestone.

Bob Watters

Club Historian | TR Register

ROCKIN' & ROLLIN' at the ROB ROY *Revival*

In the spirit of the Goodwood Revival meeting in the UK, the third Rob Roy Revival proved to a great day of entertainment and motorsport with a record crowd attending.

Words thanks to Bill Revill, Tony Lupton. Photos: Bill Revill, Digby Watson, Spencer Lambert



“Around 850 spectators enjoyed perfect weather for the 2025 Revival, over 320 of them driving to Rob Roy in classic cars, to watch the 80 competitors attack the hill”, said MG Car Club Secretary Tony Lupton.

There were several reasons for this spectacular turnout. How did the MGCC achieve this? From the start, the event was widely advertised in both usual and social media with a strong emphasis that this was an ‘event’, not just another hillclimb.

The Rob Roy hillclimb provides a beautiful setting for motorsport and the grounds have never looked better, with the track in perfect condition and green grass covering the scenic, tree covered gulleys. A new feature at the circuit is the fully covered paddock area with stunning white marquees over the all the cars. This lifts the whole of the grounds and adds a level of professionalism to the event. The paddock area was open to the public with free entry so that people could see their favourite cars up close and chat to the drivers. The legendary V8 Supercar driver, John Bowe, was there to support the event and to meet other enthusiasts.

The spectators were invited to take an active part of the day as well, with everyone requested to be dressed ‘in period’. A sprinkling of participants did so, and it was enough to provide the vital historic feel. This included a ‘*fashions in the field*’ contest on the stage, with the chic ladies and handsome gentlemen showing their best 30’s style.

Other events kept the feel of the 30s including a jazz band playing on stage, a display of an Observed Section Trial by the Austin 7 Club and many people taking the opportunity to strut their best period clothing.

The cars, of course, are the feature of any event, with some of Australia’s and the world’s most beautiful and prestigious historic cars on track and in the pits. It was these cars that made it a revival – the same vehicles that were competing back through the history of Rob Roy, back to the 1930s.

Top time of the day was by Darren Visser driving his Bates Cycles Cyclo 500 who was the outright winner for the second year running with an aggregate time of 48.99 seconds. This time combines the fastest runs on each of the longer chicane and traditional track configurations. Lyndon Arnel finished second outright with a time of 53.54 seconds in his Lola Ford T440, with Robin Bailey’s MGB GT V8 third in a time of 53.94.

The lone Triumph competing in this exclusive, invitation-only event was David Orchard in his beautiful Triumph TR 2 and was rewarded with a fine second place in his group amongst a top class field.



The community was also a beneficiary of the day. *"The Revival also raised \$3000 for our partner charity, the Prostate Cancer Foundation of Australia. Our event patron, champion driver John Bowe AM, is also a Prostate Cancer Foundation champion and we are delighted to help the Foundation raise awareness and funds for prostate cancer research",* Lupton said.

In summary, this was a landmark day for historic motorsport. It demonstrated that events can be enhanced to be much more than *'just another hillclimb'* and to provide a great overall retro experience for an increasing number of enthusiasts of all ages. The record crowd demonstrates a thirst for such events.



A spectacle of people and cars ...



MT LEURA *Hillclimb*

TRYDEL UP & GO Vic Hillclimb Championship Rd 3 22-23 March 2025 MT LEURA HILLCLIMB



The 2025 Trydel EZIUP and GO Victorian Hill Climb Championship (VHCC) continued with Round 3, hosted by Ballarat Light Car Club at Mount Leura.

83 competitors lined up for the two-day public road event with perfect weather conditions all weekend.



There were two Triumphs in the field and both put up a good show. Bryan Young performed well in his very smart Vitesse to achieve a pleasing midfield result whilst Michael Daley drove his beautiful TR 3A neatly and well. Michael's Triumph was by far the oldest car in the field and some would say the most stylish!



Drivers enjoyed five runs on Saturday and four on Sunday, with many opportunities to increase their pace throughout the weekend. Dean Tighe from Queensland took home his first VHCC Round victory with a time of 28.39 in his Dallara F395.



Photos: L-R, top to bottom



12 Dean Tighe	117 Mirko Grbic
18 Steve Grinstead	32 Greg Sticker
250 Alan Foley	35 Alan Stoddard
1681 Bryan Young	3 Mike Barker
168 Michael Daley	1681 Bryan Young



Contributed by Bill Revill



Pictures taken by **Seven70 Photography**. Words from Ballarat Light Car Club Inc



THE CAR BENEATH – TR2 *Restoration*

In September last year, Graham Chegwidgen commissioned David Stone (panel beater) to restore his TR2 – TS 6913 O. David suggests this is an important car for Graham – deserving of a separate detailed article about it later. This is David's report on his progress to date.

The TR2 had been under a house in the coastal town of Stanwell Park for more than 40 years.



My work commenced with carefully dismantling the car in the state received. The engine and gearbox had already been removed – and the front body work had also been dismantled. The rest of the teardown and eventual reassembly became my responsibility to either do and/or coordinate.

The photos included will help detail the scene of the task ahead of me. Fortunately, Graham provided me with a period TR2 Parts Catalogue and a Factory Workshop Manual. The Workshop Manual certainly helped in making the dismantling process as efficient as possible. However, the Parts Catalogue was invaluable.

Given the rusty state of the TR2, I knew that every single component had to be examined, photographed, catalogued and either replaced or reconditioned. When I was dismantling the TR2, if I believed I needed a new part, I added it to a large Excel file using the same numbering as the TR2 Parts Catalogue. To date I have 288 lines of items recorded – with more to follow.

I stored parts/components in small plastic bag bundles and recorded them individually in a daily job-card book. I added notes for potential repairs and reassembly. This method meant I didn't have to remember anything – a big advantage for later.

As I stripped the TR2 down I uncovered its history. During its 20 years of driving, it had plenty accidents and repairs. The front chassis cross-member looked like it had hit a Silent Cop – and the engine had consequently stoved in the other side. The left front guard had been repaired poorly – and its bolt fittings couldn't attach to the lower portion of the inner skirt, so someone just welded it on. At the rear, the right quarter panel had been repaired but the adjacent wheel arch and tub retained all the accident creases.

However, it was the level of rust that was alarming. Both floor panels were clearly rusty with big holes. Unfortunately, someone had both welded and brazed a former Firestone Tyre sign directly on top of the original panels. Yes, that person covered the body shell attachment bolts too. The left side rear quarter and wheel arch was also very rusty. And I knew that after sandblasting that there would be much more - everywhere.



THE CAR BENEATH – TR2 *Restoration*

I made a trolley for the easy storage and movement of the body shell. And I adapted an existing rotisserie to enable 360-degree body shell access. I figured that longitudinal bracing would be required too. So, I anchored the inner rear quarters to the door hinge pillars.

My plan was to repair and largely complete the chassis first. My initial work on the body shell would only be just to figure out all the repairs/parts needed which included getting it totally sandblasted.

I engaged a fellow Southern Highlander Peter Woodcock to do much of the chassis mechanical work.

We sublet the CW/P rebuild and drum/shoe machining. Everything else regarding the suspension, steering and brakes, Pete did – basically new or reconditioned for everything that moved. This was necessary as there was a lot of corrosion plus the TR2 hadn't moved for such a long time.

I was pleased that almost all the parts we needed could be sourced. Ray Kasperian from the TR Register was very thorough and patient with me as we worked through a gigantic list of required parts. What Ray didn't have on hand continues to be sourced from Rimmer and Moss

The chassis was sandblasted by Rob Temple in Goulburn. And the bare chassis revealed the work required. There were plenty of stress cracks, some broken mounts and braces. Plus, there was the cross-member to repair. Whilst there was also plenty of surface corrosion – nowhere did it perforate the chassis. I test drilled several areas to determine its thickness – fortunately it was good.



Chassis ready for cleaning to check for damage and sins.



Driver's sides footwell – lots of rust & bad previous repair



Chassis finished after all repairs. Epoxy primed first, then stone guard in required spots & finally 2k black.



Once the chassis was repaired, I epoxy primed it followed by Wurth stone-guard in the same locations/pattern as the factory did in 1955. Once sealed, I top coated the chassis in 2K black. At this time, I also painted all the suspension, steering and brake hardware where required.

The rebuilt rear axle assembly, brakes and most of the front suspension were refitted. This was good news as I could move the chassis around. Brake lines, front shocks and the handbrake linkage will follow later.

Returning to the body shell, I cut the entire floor pans out and trimmed the lower part of the firewall as it was quite corroded too.

Then the body shell and all hanging panels went to Rob the Sandblaster.

There's always both excitement and trepidation when a body shell returns from sandblasting. The good news I gave Graham was that the boot floor, rear half of the cockpit floor, the scuttle/cowl (front and rear) and the sills were largely quite good.

THE CAR BENEATH – TR2 *Restoration*

The not so good news was that everything else was perforated by rust. And there was plenty of evidence of bad repairs at both ends.

The first body shell task was to fit new floor panels. Kilmartin in Ballarat offer reproductions. They are of good quality and a reasonable fit. To prepare for the new floor, I made a new inner right footwell panel as rust had dissolved the original. Fitting the new floor panels was tedious. I had at least 100 self-tapping screws and pop rivets temporarily affixing the floor panels as I test fitted the shell on the chassis.

Once the floor positioning and chassis fit was good, I fabricated the panels linking the new floor to the lower portion of the firewall. Again, these were temporarily affixed with screws as I test fitted the body shell one more time. Satisfied that everything was aligned correctly, I then MIG plug welded the entire floor. Lost count with how many welds – just a lot.

With the welding completed, the body shell was remounted to the chassis. And then sealed all joints and seams with OEM standard Sikaflex. That's the status of the body shell is today – with the next body job will be repairing the right-side quarter panel structure, wheel tub and dogleg. There's still plenty of body work to do before it's ready for paint.

Graham sublet the engine to Goulburn Farm machinery. It was completely stripped and rebuilt with many new parts including a big bore kit. It's already been started and run on a pallet. Another breakthrough.

Pete is presently reconditioning the gearbox, overdrive and steering box units. All these components suffered from 40+ years of moisture and consequent corrosion. Again, almost all parts required exist somewhere – and what isn't available Pete somehow repairs it himself.





Front suspension, brakes and steering assembled prior to shocks and springs. All new parts.

The current rebuild sequence is to firstly complete all bodywork, then refit to chassis (yet again), swing all repaired panels confirming all correct gaps, leading to a refit to the rotisserie and paint completely in epoxy primer, high-build primer and finally colour (White). Second, is the completion of the chassis hardware such as brake lines, handbrake mechanism, fuel line and the associated miscellaneous jobs.

After that I intend to permanently fit the engine, gearbox, driveline and execute a trial fit of the exhaust system to the bodyless chassis.

My thinking is to lower the body with the engine and gearbox already in place (like the factory did). However, if there's good reason to fit the powertrain after the body is fitted, I'm open to that – so please let me know. Powertrain ancillaries, steering, all wiring, interior, upholstery and trim all come last. Whilst I'm mindful to ensure the most effective overall sequence, I only have the immediate focus on getting the body shell restored.

More to follow.

David Stone

TONY'S TEST - *Solution*

The trip was in 2003 based at the Hume Weir, organised by Peter Woods.

The cars are parked under the sign that says **No Parking on the bridge!!**

Hahndorf Concours 2025

- 17-19 October

After Tour

- 20-22 October

Book the Concours online

Book accommodation direct:

The Manna
08 8388 1000

THE RESTORATION – *Part 2*

Neville continues the recount of his TR restoration, after ruining his hands in the paint stripping process. Rest assured, the dramas were not yet over!

After the painted panels returned, we were on the home run. I had selected a yellow colour and was amazed at what it hid — a thousand sins. The motor and gearbox were installed on the chassis, and we tried to fit the body. It came off, so what could go wrong? Well, it appeared someone had moved all the mounting holes. That is where ‘Mother’s Little Helper’ came in.

I used to race karts in the days when there were no pods between the wheels to stop you from getting a wheel inside the front and back wheels of another kart. At a race at Leppington, I saw a gap between two karts in front and decided to go between them in the braking zone. They came together, and my four wheels ran over their wheels, launching me into the never-never. I soared peacefully over the edge of the track and proceeded, while airborne, down a hill.

One back wheel landed first, destroying the wheel and tyre and bending an axle. The axles were so indestructible that Atlas could have used one to lift the world, but I bent it. I always kept the axle for leverage jobs like lifting the wall of a house or building pyramids. I am sure it could be forged into a fine samurai sword. I named it “Mother’s Little Helper”, and it facilitated the fine adjustments needed to bolt the body to the chassis.

I decided to use black plastic piping rather than chrome strips between the guards and the body. It looked pretty nice but hardly authentic, and the plastic piping hid a multitude of mismatched panels.

Once again, a combination of Mother’s Little Helper and a hydraulic jack made most panels line up. In the end, the car was held together by a plethora of opposing forces. One bolt popping could result in an automotive explosion, scattering panels over a few blocks.

I had the seats reupholstered after all the cracks in the frames had been rewelded. I did the rest of the panels myself. I used plywood and 3/8 foam rubber covered with vinyl that had been liberated from Qantas by one of my

The word unique is one that irritates me. Not the word itself but the usage. Does anyone realise something cannot be ‘very unique’? It is either unique or not. Unique is defined as ‘being the only one of its kind; unlike anything else.’.

Well - I had at least one *unique* item on my car: a chrome diff cover. No TR in the history of the world, going back to the Neanderthal era, ever had a chrome diff cover. Anything that could be chromed was chromed: door hinges, oil filter housing, nuts and bolts. You name it! We would work out what we could chrome on the weekend, and my mate Roger would take them away to be done through the week. I think we added about 20 kilos of chrome to the car.



Chrome Diff Cover. Note the towing attachment for my catamaran.

The day arrived when we decided to press the starter. A cough, a splutter, a puff of smoke, and it burst into life. We had made it. There were celebrations as we drove it up and down the back lane. It all worked. There were a few leaks, but we tightened bits, and they went away. The team commenced a solemn celebration; if we had a recycling bin, it would have overflowed.

The following Saturday, the car was to drive a few hundred meters to the local servo for Bill to do a rego check. It had run out of registration during the restoration.

I want to explain a little about physics. The pulley on the water pump is an evil bit of cast iron shaped like a coffee mug sans handle. At the bottom is a hole that fits over the shaft on the water pump. The shaft is stepped down to a threaded section where a nut and washer ensure the pulley cannot move forward. The fan belt runs in a groove at the lip of the coffee cup.

It appeared some idiot (present people included) put too small a washer on the water pump shaft threaded section. The cast iron pulley quickly worked over the too-small diameter washer. Still under the control of the fan belt, the pulley adopted a downward and forward trajectory dragged by the belt. Downward and forward sat the fan with the blades and the recently re-cored radiator.

It appears aluminium and copper radiators show little resistance to cast iron. Here endeth the lesson in physics.



The fan – still hanging in the garage

If you were near the top of Willoughby Rd one Saturday in the 60s and saw a grown man crying while sitting in an unregistered TR with water streaming down the road, that was me. We rolled it back to the garage and removed the front panel and radiator. The only happy person was the radiator shop owner, who charged me twice to get a serviceable radiator.

We made it as far as the service station a week or two later, and after a full inspection, the car could be registered. The inspection was lengthy, not because of registration requirements. Bill was going over the vehicle with a fine tooth comb to spot any errors I had made. He did things like pull off the brake drums to make sure I had put the brakes together correctly. Many were the items on the rectification list, but he helped me set them right. Thanks, Bill.

It was not long to the concourse, and I rolled up to looks of disbelief and astonishment. The purists suggested I put MG badges on it and lie about the marque. I seem to remember winning some award, but I'm not sure which. Maybe the 'Blind People's Choice' award.

I now had a TR, and it was time to enjoy life!

[Photos provided by N Turbit]



TR at the Concours

TR2 - TS211 HISTORICAL *note*

Cover
story

The car

The history of the TS211 Triumph TR2 from 1953 is extraordinary because the car was especially produced for the 1954 Melbourne International Motor Show. The TR2 was produced 15 December 1953 and then exported to Australia.

It was the first Triumph TR in Australia. It's a very early long door TR2.

Car number: TS211
Motor number: TS253E
Chassis number: EBZ 10726209.

All these numbers are still with the TR2, so the car is matching numbers and still completely original at this moment.

History of ownership

After the motor show the car was first owned by Mr. Dan Vammalle from Tasmania who drove the car until 1959. Mr. Vammalle participated in the Longford Race of 1956, where Jack Brabham won.

The car was originally produced 'pearl white', although the early papers mention 'ice blue' as the colour. In the official register the car is 'pearl white' and there is a letter from Mr. Vammalle from 15 January 1996 where he confirmed the original colour as 'pearl white'.

The second owner was Mr. Brian Bowe who had a BMW dealership in Devonport. There the car stood for 30 years in the showroom. In 1995 Mr. Bowe finished a complete restoration and started driving the car.

The third owner at the end of 1995 was Mr. Bruce Shaw who was a well known member of the Australian TR club. The car was used to promote the "Triumph at Como" Concours in 1999 on Valentine's Day.

The car also came second in the Beechworth Concours 1999. After the death of Mr. Shaw in 2012, the car was sold to dealer Mr. Darryl Pike. Late in 2015 the car was purchased by The Houtkamp Collection. The history of the car is published in the book *Triumph Sidescreens* by Graeme White.

Provided by Theo van Esch

A contribution from the Netherlands ...

Theo van Esch is the owner of Triumph TR2 TS211, originally the first TR in Australia.

Theo says, "I take good care of her and brought the car back to her original condition."

Despite being in the Netherlands, it remains a historically valuable car for the Australian TR Register. You may recall seeing images of this car in Sidescreen # when Ian and Theo's paths crossed.

One of the photos of the car is in the Mille Miglia from last year.



MEETING MORE *members*

Can you tell a lot about a TR owner from a TR owner's workshop? I don't know. You be the judge. One thing's for sure, it is not hard to see how a car owner can get "lost" in such places. [Ed 😊]

Inside Rowan Burns' workshop/garage ...



Rowan says:

I have tubs under my bench organised into electrical, hydraulic, cooling, fuel/carb and general bits and pieces. Some jacks, axle stands and timber live here, as well as my MIG welder and associated consumables and PPE.

I have a high shelf along the side with labelled ice cream, yoghurt and butter containers sorted and filled with parts off the car from when I stripped it down.

I have some consumables in the shelving unit next to my vice (tapes, sealants, penetrants, rust converter,

greases and cutting fluids), and spare steering parts and wheels up the top as well as a tub with tune up equipment in it and another with paints, wax and grease remover, etc.

The shelf by the roller door has some painted/chrome parts in a tub, spare axle gearbox and the unused suspension parts from the rebuild, straps, car wash bits and pieces. Scrap metal, oils etc. Ramps are along the side with my vacuum, rags bin and scrap metal (exhaust, fuel tank and other bits and pieces).

It's important for me to be able to find something when I need it - I don't have the luxury of time at this stage of life! I have some bits and pieces to make a scissor hoist... I should've done this before now. It has been frustrating spending so long jacking the car up or down and running out of time to actually do work on it!

I know people who've done restos in single car garages. Those people must have incredible resilience, ingenuity and patience. The other half of our garage is consumed with kids' bikes etc but has provided some flexibility with setting out car parts over the resto.

The window is open and the fan is on if I'm working in summer, and the heater is on in winter! Fun!

Inside the Stephen Rochester's workshop/garage ...

Stephen now has the powder Blue 3A registered and the compliance work completed to install the MX5 seats in the Black 3B.



WORKSHOP REVEALS

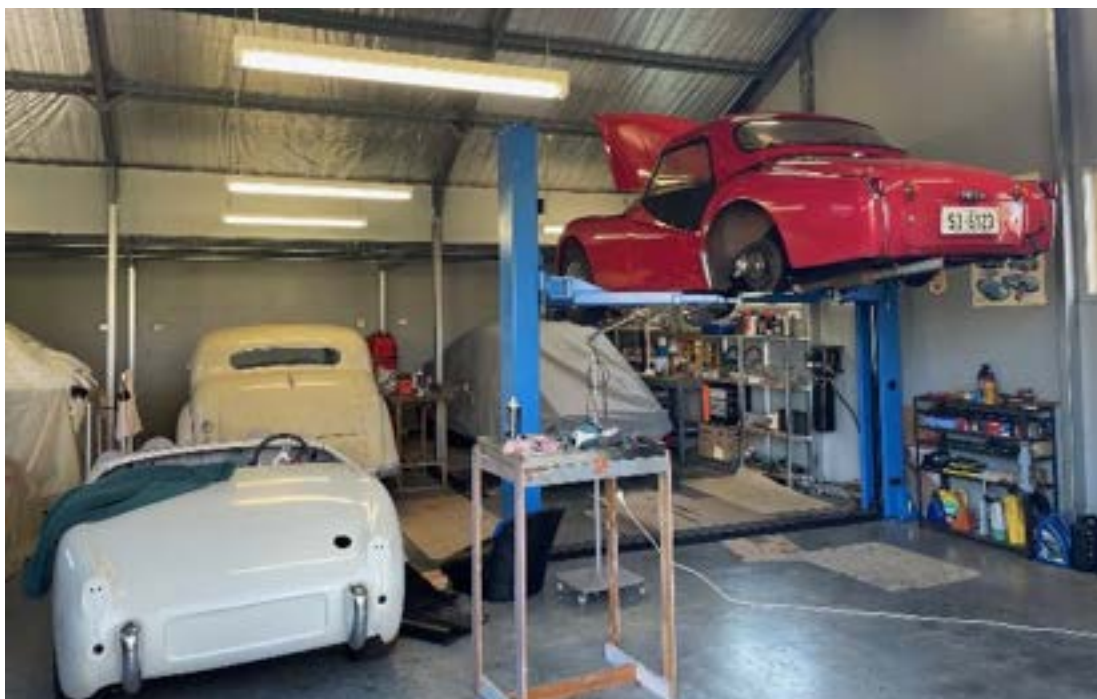
Inside Hugh Maslin's workshop/garage ...

Hugh reports the TR4 Project is progressing well with the bottom of the body having been painted. In the near future, the body will be rotated to paint the engine bay before going back on the chassis.

[Editor's note: As you can see Hugh has a lot going on in his mancave!]



Inside Mike Sullivan's workshop/garage ...



MEET MORE *members*

Inside Kevin Robson's workshop/ garage ...



Meanwhile, over in the West ... far from a workshop/garage ...

President Ian and partner Tracey have been having a lovely time exploring Western Australia. Below are a couple of their favourite photos. Not sure why swimming with whalesharks appeals ... ?

Editor

Call for member profiles

Are you a member who would you be happy to be profiled in Sidescreen?

I am looking for volunteers to answer a few questions and provide a photo of themselves and their TR.

Please email me and let me know.

I would like to profile female members, couples and anyone interested.

Don't be shy.

Mary editor@tr-register.com.au



Vale- LANCE HADAWAY

David
Pearce

After a short and acute illness, Lance passed away on Tuesday 22 April - just five days before his 82nd birthday. Lance was the Register's most southerly member having resided at Dover, 80km south of Hobart since 2004.

We were looking forward to seeing Lance and his TR3A back on the road. It was only as recently as February that Sidescreen reported the new head had arrived to be fitted to it. Alas it was not to be.

Lance purchased his late 1960 TR3A in October 1993. He commenced a restoration in 1994 and became a Victorian member of the TR Register around the same time. The vehicle was originally a Tasmanian delivered car, sold to a doctor on the north west coast.

Lance was an active TR Register member. He enjoyed motor sport taking part in various events. In the 1999 Australian F1 Drivers Parade at Albert Park, he carried # 14 Toranosuke Takagi of Japan. In the same year, he acquired a TR4 and undertook another restoration.

Lance was on the organising committee for the Beechworth Concours, attended and was a sponsor for the Canberra Concours through Hadaway's Folly and attended the Swan Hill Concours.

In Dover, Lance and Jenny settled on an elevated block overlooking Port Esperance and the D'Entrecasteaux Channel – second best view became part of their email address, for good reason.

At Dover he engaged in another great passion – sailing. He joined the Port Esperance Yacht Club and acquired "Phoenix," a Swanson 27-foot yacht which he sailed and raced. He adapted this yacht for single handed sailing. In 2013 he circumnavigated Tasmania in a mate's yacht of the same design. Members of Rick Fletcher's 2012 Tassie Tour sailed with 'him out of Port Esperance.

With the advent of the Baskerville Historics Race Meeting Lance competed in the Regularity Class for Marque Sports Cars and Invited between 2013 and 2017 in his blue TR4 and red TR3A. He was always good for a quotable turn of phrase. After the 2013 meeting, he concluded, "Just the best fun you can have sitting down."

In recent years the TR3A had a mechanical rebuild and Lance built another house completely off grid, and further up the hill with sweeping views. Lance wanted a no fuss and no funeral and has been laid to rest on his Dover property. Our thoughts and condolences have been with his wife Jenny and son Nik.

I leave the last words to Lance, "... what a great buzz a TR is on the open road, nothing better to keep that smile on your face."

SAIL ON IN TRIUMPH



Baskerville Historics 23 September 2017



Lance with his TR4 at the Baskerville Historics 2014



2017 Tasmanian Concours

The photo shows TR2 car 28 in front of the Healey 100S that was involved in the later accident. Photo credit – Moss Motors Europe.

11 June 2025 is the 70th Anniversary of the world's worst motor racing accident when 84 people were killed during the running of the 24-hour Le Mans event.

The crash involved three cars: the D Type Jaguar and eventual winner driven by Mike Hawthorn and Ivor Bueb; the Austin Healey 100 S driven by Lance Macklin and Les Leston and the Mercedes Benz 300 SLR driven by Pierre Levaigh (who was killed) and John Fitch.

The Healey was forced to brake suddenly as the Jaguar made a late decision to pit. The Healey was subsequently hit by the Mercedes which catapulted into the crowd with devastating results. Engine and drivetrain components were flung into the crowd and the magnesium alloy body burst into flames. Debate has raged since that fateful day about who was to blame and will no doubt continue whenever the race is discussed. However, the official inquiry assigned blame to no one and the 1955 Le Mans tragedy was deemed a terrible accident.

The 1955 Le Mans is remembered more fondly by Triumph enthusiasts for the success of the team of three TR2s which all finished the race, across the line in 14th, 15th and 19th place. All the cars were fitted with disc brakes, two with Girling front discs and Alfin rear drums and the third with Dunlop discs front and rear. Much larger 22-gallon fuel tanks were also fitted along with a modified cylinder head. To aid streamlining tonneau covers were fitted along with a fairing over the rear view mirror and an aeroscreen style screen for the driver.

The average speed of the winning Jaguar was 108 mph with the TRs averaging 84.4 mph.

All three TR2s were sold after Le Mans. Only one is known to survive. It was bought by King Hussein of Jordan and kept in original condition which made restoration by a new owner, fairly simple. The ill-fated Healey, now fully restored, was sold in 2011 for \$1.3 million USD.

NSW Events

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

Every Wednesday 10am	Tathra Pub, 8 Bega Street Tathra <ul style="list-style-type: none"> • Sapphire Coast Chapter organised run • Morning tea Enquiries Bob Watters bobtr3@gmail.com
Last Wednesday of the month 10am	TSOA NSW Coffee and cake <ul style="list-style-type: none"> • TR Register members are formally invited to attend these coffee mornings • See TSOA Website: https://www.tsoansw.org.au/calendar/ • Morning tea – in various locations (TBA) • No log book entry required to attend Enquiries to John McCormack huon_24@bigpond.com
First Sunday each month 8am	AutoBrunch St Ives Showground, 450 Mona Vale Rd, St Ives <ul style="list-style-type: none"> • Cars & coffee Enquiries www.nsscc.com.au or Andrew Ross
Wednesday 4 June 10am	Pie in the Sky, 1296 Pacific Highway, Cowan <ul style="list-style-type: none"> • Morning tea Enquiries to Andrew Ross andrew@tr-register.com.au
Wednesday 18 June 10am	Moses Barnes, 89 Argyle Street, Picton <ul style="list-style-type: none"> • Morning Tea • With continued difficult parking in Picton, it is suggested to arrive earlier Bookings & enquiries Jenny Hicks hicksjenny50@gmail.com
Tuesday 24 June 9.30am	Two ferries run to Ebenezer <ul style="list-style-type: none"> • 9.30am Meet @mcdonalds Windsor for coffee • 9.45am Depart for Ebenezer via North Richmond, Kurrajong and Lower Portland • 11.45am Arrive @ Tractor 828 in Ebenezer for lunch • 1.00pm Depart for West Pennant Hills via Wiseman's Ferry Rd to Maroota, then along Old Northern Rd to Dural. Home via either Galston Gorge or Old northern Rd to West Penno then home. • 2.00pm Farewells at Dural Enquiries to Andrew Ross andrew@tr-register.com.au
Wednesday 2 July 10am	Pie in the Sky, 1296 Pacific Highway, Cowan <ul style="list-style-type: none"> • Morning tea Enquiries to Andrew Ross andrew@tr-register.com.au

NSW Events

Wednesday 2 July 10am	Pie in the Sky, 1296 Pacific Highway, Cowan <ul style="list-style-type: none"> • Morning tea Enquiries to Andrew Ross andrew@tr-register.com.au
Wednesday 16 July 10am	Moses Barnes, 89 Argyle Street, Picton <ul style="list-style-type: none"> • Morning Tea • With continued difficult parking in Picton, it is suggested to arrive earlier Booking & enquiries Jenny Hicks hicksjenny50@gmail.com
12 - 14 July	Xmas in July weekend run, Berry <ul style="list-style-type: none"> • Staying at the Berry Village Boutique Motel Book on 02 4464 3570 • Saturday night dinner at the Berry hotel approx \$65pp. Full details in February March Sidescreen # 137 Enquiries to Kerrie Holliday kerrieholliday@hotmail.com
Upcoming events	
Sunday 17 August	Annual Council of Motor Clubs – Shannons Sydney Classic – Sydney Motor Sports Park, Eastern Creek <ul style="list-style-type: none"> • See www.sydneyclassic.com for details and tickets
29 - 31 August	Sculptures on the Farm, Dungog weekend away Friday <ul style="list-style-type: none"> • 10.30am Meet @ Berowra for coffee • 12.00pm Lunch @ Wollombi • 1.00pm Depart for Hunter Gateway Motel, 11 Denton Park Dr, Maitland, for two nights Ten rooms are reserved in Andrew's name – so please confirm with them and me (Tel: +61 4937 7999) Town murals & a heritage walk close by Dinner @Bradford Park, nearby Saturday <ul style="list-style-type: none"> • 9.30am Depart for Dungog with a morning tea stop somewhere (possibly Maria's Kitchen in Clarencetown). See the sculptures which are on every two years Lunch @ the Long Room, Dungog • 1.30pm Depart for Morepeth & do the Historic Bridges Drive and trawl over Morepeth • 6.30pm Dinner in Maitland

29 - 31 August

Sunday

- 9.30am Depart for Teralba via Heddon Greta
See Museum of Art & Culture on Lake Macquarie
Lunch @ Cassanova Restaurant @ Turong – great views
- 1.00pm Visit William Dobell's house @ Wangi Wangi
- 2.30pm Head for home (passing through Berowra about 4.00pm)

Enquiries to Andrew Ross andrew@tr-register.com.au

**Sunday
14 September**

All British Day, Hawkesbury Showground, Clarendon

- Enquiries to Andrew Ross andrew@tr-register.com.au

17 – 22 October

2025 Concours Hahndorf, South Australia

- Concours and after tour
- Bookings now available via the website www.tr-register.com.au

Pie in the Sky coffee crew: L-R Neville Turbit, Andrew Ross, Tim Watkyn-Jones, Peter Stephinson, Darryl & Cheryl Dobe, Alan Wright



Pie in the Sky coffee crew #2: L-R Alan Wright, Sue Borthwick, Bruce Dowd & Renate Polglaze





Autumn is here - the best time of year in Tassie - with beautiful clear days making up for those that are wet and windy. We haven't been doing much as a group but still some activity.

30 March - David and I went in the TR3A and TR2 to the Westbury Motor Show. There was not much to report. It has become very much Australian and American car dominated - only one Triumph! BUT - Jim Brown's immaculate MGA Twin Cam was there. It was a nice day for a drive though.

17 May - David and I attended the Triumph Owners Tasmania AGM at the Mowbray Hotel. David is again the Northern Coordinator. I have inherited from Tony Prins, the list of Tasmanian Owned Triumph Sports Cars which includes TRs, spitfires and Stags - about 85 cars in all. This list is being updated and Commission Numbers added.

22 May - Late decision by the Northern Members to go for a drive given the sunny weather. The plan was to meet at St Leonard's picnic ground at 11am (leaving time for the frost to melt). However, David's TR3A was being temperamental. David joined me in the TR2 and Geoff Mount in the TR5 and we eventually left at 11.30. We drove over one of our favourite roads- the "Sideling" - to Scottsdale for brunch at the Scottsdale bakery. The northern section of the road has been widened. An improvement when you meet trucks coming the other way. The return was via Lydale. A great drive of 130km.



The workshop reveals earlier in this issue feature a lot of Tasmanian members' workspaces/garages. There is an update of their cars in that listing as well.

David Pearce - has been working on the Peerless replacing the starter motor with a new high torque variety and replacing the studs on the exhaust manifold. The Peerless is likely to go to Hahndorf as David has coopted several other Peerless Owners to attend.

Coming Events

8 June 10am-2.00pm	NAMT British Classic Car Day
19 October 10am-1.00pm	Bunna Predominately British Car Show Triabunna
30 Oct -2 Nov	Baskerville Historics
15 November	Longford Rotary Car Show and Swap Meet
16-21 November	Targa Tasmania

