

SIDESCREEN

An aerial photograph of a dirt road with several vintage cars and people. The cars include a white one at the top, a red one with license plate 18719 H in the middle right, a blue one with license plate 66066 H below it, a red one with license plate 15412 H in the bottom left, and a light blue one with license plate 44475 at the bottom right. People are gathered around the cars, some looking at them, others standing. The scene is set on a dry, dusty road with sparse vegetation in the background.

**JOURNAL
OF THE
TR REGISTER AUSTRALIA
NO. 101
FEB/MAR 2019**

TR REGISTER AUSTRALIA EVENTS

National

19 February

Committee Meeting Concord RSL

19 March

Special General Meeting Concord RSL

**National Meeting Ballarat 25th-27th October 2019 (Entries by June 30)
After Tour Monday 28-31 October**

Victoria

Sun 24th February – British and Euro Car Show Yarra Glen Race Course

Tues 5th March Dinner Meeting Wheelers Hill Hotel 6pm

Friday 8 to Sunday 10th March – Phillip Island Historic Racing

**Sat 30th and Sun 31st March – Memorial Run -Overnight trip to the
Eddington Sprints**

Sunday 28th April – Mornington Run, Lunch and Wine Tasting

NSW

Feb 3 Cars and Coffee St Ives Showground 8-11

Feb 6 Pie in the Sky Morning Tea

Feb 20 Common Ground Old Razorback Inn 10am

Mar 3 Cars and Coffee St Ives Showground 8-11

Mar 6 Pie in the Sky Morning Tea

Mar 20 Common Ground Old Razorback Inn 10am

**29/30/31 March Laffing Waters Farm Help weekend
(Chris Olson's place)**

Tasmania

17th February 2019 Deloraine Street Car Show

24th Mar 2019 Devonport Motor Show

25 April—May 5 2019 Shannons Classic Rallye

Targa Tasmania

Western Australia

17th March lunch at the COTTESLOE GOLF CLUB

Alfred Road Swanbourne



PRESIDENT'S MESSAGE

Hi everyone,

I hope the New Year has started well for you and your families. I also hope you have had the chance to take advantage of some nice weather to get your TRs out to enjoy some sports car driving and socialising with your fellow TR owners at some of the Christmas Register and New Year events that have been held.

It's great to see many mid-week coffee runs now becoming very popular. Even people who still work have been able to get along to them just to get away from the office. I also found personally, as the temperatures soared in excess of 40 degrees, it was an ideal opportunity to hide downstairs in the cool of the garage to do some maintenance and updating on the TR. I have decided to install relays to the horn circuit, which carries a large current and burns the horn press contacts and relays for my updated headlights. Maybe Mr Lucas should have included these just like the relay included for the overdrive.

Following our National Meeting in Adelaide, some members suggested we look to make improvements in the Register, particularly with communication. The committee has been taking these ideas on board and one of our long standing members, Darryl Dobe made a most generous offer, which has been taken up, to do a series of "SWOT" (Strengths, Weaknesses, Opportunities and Threats) workshops over the past few months to facilitate this process.

Committee members, state coordinators and life members participated in these workshops which stimulated a lot of positive discussion and helped steer us forward in developing a shared vision. We hope to build on the outcomes of these workshops which are currently in the process of development. This should be reflected in future decision making and build upon the huge benefits coming from all the hard work and respect that so many members of the Register have already put into the journey along the path to where we are as a club today.

We must remember this is a club based on celebrating and maintaining the TR Marque which originally has brought together like minded enthusiasts to enjoy our cars, and from where coming together in social activities has now also become a large part. Thank you Darryl for all your time and effort in guiding us through this process and to all those members who participated in these workshops by contributing their thought and ideas.

At the National Meeting in Adelaide, a Motion was passed to align the Annual General Meeting with our National Meetings, the change to take effect this year in Ballarat. The cases for and against the change have been included later.

After investigations by your Committee, to comply with the Motion we have to amend the Constitution to enable this to happen by changing the timing of our Financial year.

So please find a Notice of a Special General Meeting, included later in this Sidescreen, to facilitate a Special Resolution to vote on the change.

Please vote in person, via Zoom or by email as per the notice. I know we drive Pommy cars but we don't want another Brexit. So don't assume members will vote one way or another, please make your vote count!

BesTRegards,

Russell Holliday,
President

Sidescreen is sent to everyone with an email address as a pdf and is also posted to all members as a printed copy. If you do not want to receive the printed copy, please let us know by email or by phone
editor@tr-register.com.au 0295807180

NOTICE OF A SPECIAL GENERAL MEETING

Dear Register Members,

At the TR Register Australia Inc. National Meeting last year in Adelaide, a Motion was put forward by Peter Frost from Western Australia and passed 22 votes to 11. The Motion required that the Annual General Meetings should be held at the National Meeting, the first being Ballarat in October 2019.

To this end, the Department of Fair Trading had to provide direction which meant that we have to change our Financial Year as they require the AGM to be held within 6 months of the end of our financial year.

This requires a Special Resolution to change from 31st December to 30th June for the Financial year in our Constitution. To facilitate this, members are asked to vote at a SPECIAL GENERAL MEETING to address this issue.

The Yes case for change is put forward in a letter on behalf of Peter Frost and the vote for No change are included herewith, as well as a voting instructions below.

NOTICE is hereby given to hold a SPECIAL GENERAL MEETING on 19th March at 7.30pm at Concord RSL. All members will also be able to join in via Zoom and vote in person, or return their vote in writing to the Secretary, by eMail: historian@tr-register.com.au or by Post to: TR Register, 18 Kanimbla St, St Medlow Bath, NSW 2780 by Monday 11th March 2019.

The Agenda for the Special General Meeting will be:

- **Welcome**
- **Apologies**
- **The issue to be determined:**
Change Clause 27 (b)(ii): of the TR Register Australia constitution:

From: (ii) to receive from the Committee reports upon activities of the Register during the last preceding financial year ending **31 December**.

TO: (ii) to receive from the Committee reports upon activities of the Register during the last preceding financial year ending **30 June**.

- **Vote on resolution including count of postal votes.**
- **Close meeting**

Following is the voting format :

I, (Name).....
Financial Member No.
Vote (Yes/No)..... for the change in the constitution
Clause 27(ii)

Russell Holliday
President

TR Register Australia

President, Committee and Members

At our National Meeting in Adelaide last October, member Peter Frost put forward a motion to change the date of the AGM so that it is held each year in conjunction with the National Meeting. The majority of members in favour of the motion over shone those against 2/3rd to 1/3rd.

For this accepted motion to proceed any further, the TR Register must firstly change its fiscal year end from the 31st of December to the 30th of June and this can only be done by a "SPECIAL RESOLUTION" to be voted on by members. To succeed, 75% of members who vote, either in person at the meeting or by proxy, MUST VOTE 'YES'.

We are now asking those members who did not attend the Adelaide meeting – Is it time for a change? A successful yes vote will allow those members, who in future attend the NATIONAL MEETING, the opportunity to put their vote forward in person.

The AGM is the most important meeting of any club and it should be held at a time and place that gives as many members as possible the ability to attend. This obviously would be our annual Concour and National meeting.

Since the formation of our Club in the 70's the fiscal year has been the 1st of January to the 31st of December. Therefore, only allowing, under the legal requirements of the NSW Fair Trading Act, for the AGM to be held in the first 6 months of the year. This has allowed only those members who could attend Sydney for the AGM the ability to vote in person for the new committee. All members have had the opportunity to vote or send in concerns they wished raised at the AGM via electronic medium or via post.

The Club has moved forward with the introduction of Zoom (Computer Video Link) for our general meetings. This allows all members to participate if they wish. It is apparent that we have a larger cross section of members linking in for the meetings than when it was just held in Sydney, when only those members in the local area were able to attend.

As a NATIONAL Club, with 298 members, it's time to let the broader members voice their ideas in person. Depending on location, we can have at least 25% to more than 30% of our members attending the National meeting.

To move this forward as a positive, we need to do the following:-

- Change the fiscal year to the commonly accepted 1st July to 30th of June.

- Keep the AGM as short as possible by limiting reports to those by the President, Secretary and Treasurer.

- Voting on the new committee which, if not contested, should only be a formality

- The new committee to be appointed.

- Other brief reports (less than 1 minute) re: membership, parts and regalia.

- Any other business as would have been submitted in writing to the secretary prior to the meeting.

As a NATIONAL club it's time for a change – so think about your decision. If you wish to have a voice at the AGM then YOU MUST VOTE and vote 'YES' for the change.

It's your club.

Written on Behalf Of Peter Frost
Western Australia Member

Changing the AGM to The National Meeting

Reasons for Voting for NO change:

Further considerations which should be evaluated when voting:

- 1.The current AGM in June is a consistent time each year and has worked
- 2.With Digital technology like Zoom, meetings can be held at the same time in each state as well as individuals in any state, to allow so many more members to join in the AGM , more than at the National Meeting.
- 3.By changing the Financial Year and hold the AGM concurrent with the National Meetings would reduce flexibility to hold the National Meeting any time during the year. All National meetings would have to be held in the latter part of the year. If there was another event early in the year the Register wanted to engage with, say in March say the formula 1 , we would not be able to hold the National Meeting then.
4. If there were numerous contested positions, the Sunday meeting could take longer and delay enjoying any planned Sunday morning run;
- 5.There will be additional work required to simultaneously prepare for the AGM and to organise the National Meeting, compared to separate events as it is currently.

If these factors are a concern to you, you should **vote “NO”**.

2020 CALENDAR

There will be a calendar produced for 2020, full details in the next Sidescreen, However it's not too early to start sorting through your photo collection. Some have already been received.

The few basic rules are:

- ☐ Preferably by amateur photographers
- ☐ Must be landscape format
- ☐ Minimum 1 megabyte or a quality print that can be scanned
- ☐ Featuring Sidescreen or Derivative cars and not people

Photos to be emailed to
bobtr3@gmail.com
or any questions to Bob Watters
0408 502 350



HERE IS MY FINAL WEBMASTER REPORT:

I will be finishing up as webmaster at the next AGM. It has been a pleasure to carry out that role since the early experimental days in 1990 when it was test run from Sydney University. The images were tiny and not very clear as scanning was not what it is today. The early digital cameras were very low resolution and the download speed via dial-up modems was abysmal. Possibly why people referred to the so-called "www" as the World Wide Wait.

Things have changed now to the point where images are startlingly clear; much larger and can easily be downloaded even if quite large. We can now distribute a complete colour Sidescreen to members at zero cost in the blink of an eye.

That means I will no longer be on the Committee and that somebody will need to take over that job. So it's over to you.

I will honour my commitments in some specialist areas such as the database which I designed for the club and a couple of other tricky bits like the new parts listings (if required). The handling of images from events has been my speciality but if there is no taker for webmaster, then events and concours reports may need to be done by something like Facebook.

Farewell and thank you for contributions and assistance over the years.

Regards and best wishes to all - Rick

MEMBERSHIP REPORT

Hi Folks,

A Happy and Healthy New Year to all members. I am still chasing my supplier of name badges, he seems to have taken an extended Xmas holiday.

Jen and I will be away from 10 February until 10 March this year going to Argentina and the Antarctic.

Please send all renewals and queries to
TR Register Australia
PO Box 457
MOUNT MARTHA
VIC 3934

A flood of 5 new members since my last report, including 2 from the same town!! :-

NSW – Geoff Roberts from Kanahooka rejoined after 5 years with a TR2

NZ – Mark Bedford from New Zealand joined he has owned his TR3A for 40 years.

NSW – Neil Clark from Kanahooka restoring a TR3A

TAS – Jeff Mount from Prospect with TR3A ex Vic Barnes.

NSW – Damien Whittaker from Adamstown Heights with an early TR2

Just renewed the rego for the TR, that and a necessary tappet adjustment by Stuart West have been completed. The funny noise and smoke after a steep hill climb following this was due to me not tightening the rocker cover, now that is resolved, it is going well!!

Tony
Knowlson@optusnet.com.au



EDITOR'S REPORT

Thanks for the contributions. All on time. Not much more to say really.

There is always the comment that we need younger members.

This is Eadith who just loves Grandpa's "Beep Beep".

Regards, Terry (& Jenny)



Hi folks,
thought you might like to see 3 images of the very early production Triumph Italia 2000 registered 59-TR currently on display in the Rotunda room at the RAC Pall Mall London. 59-TR is on display at the RAC until 17th of February next.

329 Italias were manufactured in Italy using TR3A chassis and running gear.

Images courtesy of owner Marc Gordon.

Happy TR-ing,

PaTRick MacMahon,
Secretary,
TR Register Ireland.



www.facebook.com/TRSPORTSCARS

A CONCOURS ADVENTURE

Terry,

Following the recent visit I find myself keen to put to paper about our recent adventure driving from WA to SA and also how much we enjoyed ourselves.

I decided early (before my hip replacement) that we should travel over for the concourse and luckily I was able to have an early operation to allow this to happen, sadly recovery was slowed somewhat by having to also get tendons re- attached.

Anyway I was lucky to be able to get the TR on a truck and have our trusty Toyota HI Ace checked and serviced ready for the exciting trip across our vast continent, with Robyn, my Daughter Kendra and her little dog Riley all housed we headed off for Esperance via Hyden and Wave Rock and Ravensthorpe.

It was at Hyden that Robyn decided to take photo's of native plants and unbeknown to us got poked in the eye with a spiky leaf, by the time we arrived in Ravensthorpe her eye was filled with blood which gave us a scare and lead to us visiting the nice staff at the local Hospital for treatment and by the time we got to Esperance it was looking better.

At this time the camper was going well and we were not in a hurry so cruised at about 90 to 100 kph from Esperance towards the Nullabor, meeting a nice fella at Border Village who was driving an A model Ford towards WA after a get together in SA, he was also the proud owner of a new Mustang that his Wife bought for his Birthday (lucky Fella) he was cruising at 65 kph which made our progress look fast.

After a couple of overnight stops we were pushing along 60 Kilometres the Adelaide side of Wudinna at about 100 kph when the van suddenly went onto 3 cylinders and the temperature rose dramatically, so I immediately pulled to the roadside fearing the worst and realized that there was no way i could repair the problem or go any further. To add to this we had 2 Vodafone mobiles which had not worked since Esperance and the weather had changed to heavy thunder and spectacular lightning all around us, luckily my Daughter had a Telstra phone and we contacted the Towing people in Wudinna. Three quarters of an hour later our flat bed truck arrived with the interesting Ocker driver and loaded us up for the trip back to town, telling us on the way that not to mention that both Girls were Vegan as everyone in town were meat eaters "we thought that maybe the Girls might get roasted on the barby" but he kindly gave us contacts for people around town at Wudinna to help us next day.



We were dropped by the driver at the town Caravan park at \$15 a night and told we could stay 3 nights if needed, the rain was getting heavier at this point so we huddled down for the night not knowing what the next day would hold for us. Daylight showed a flooded caravan park and trailers sitting in lakes, Robyn and I zig zagged our way across to the change rooms on the far side of the park to find (closed for renovations) on the door and "use the toilets at the chicken sheds on the other side".

Now when you really need to go this can get quite worrying as you mince your way carefully across a flooded caravan park to find a very nice Ladies toilet in a septic tank with towels and tissues, so it was with great

expectation that I stumbled over to the Gents which was a little lower than the Ladies and sadly for me flooded ankle deep in water.

Whilst I was sitting ankle deep and contemplating whether I had ever been in a worse place during my many years in the Military, I found a real positive aspect to my situation "the toilet rolls were dry" which shows in every situation you can find a positive, but the thought of three nights there did not seem to be a positive, so we visited the local Mechanic who could not look at our vehicle for 3 weeks, tried to book a bus but they do not allow dogs on buses, tried to book the other caravan park but they did not allow dogs, even trucks in SA are not allowed to carry dogs in the cabin, so every way we turned there were dead ends.

My Wife and Daughter decided to ask the mechanic if we could borrow his ute to drive the 200 kms to Port Lincoln and back to get a hire car from the airport and to my surprise he said yes and even filled it with diesel for us, Robyn did offer \$200 cash for compensation and we were able to book the camper onto the back of a semi trailer for next morning and they allowed us to camp in their yard overnight, at this point it had cost us \$1,500 and we were still in Wudinna. Luckily next morning we saw the camper go on the truck, said goodbye to some wonderful people, we then drove our boring reliable hire car to Adelaide, the camper was repaired very well by some great people who loaned us a vehicle for over a week and we will no talk about the cost, but it got us home to WA without further problems.

It was all a great adventure and we met some wonderful people both in and out of the TR Register, we really enjoyed ourselves meeting our fellow TR Register people and putting names to faces, thank you all for your fellowship and friendship and if you are ever over here Robyn and I would love to see you. By the way our TR never missed a beat.

Also I talked so several members who wanted information about where I had the vents stamped in the bonnet of my car, could you please add the following into the magazine:
The owner is Eddie and his business is called Press and Stamp, 3 Christian Court, Bayswater WA 6053. Pressandstamp@gmail.com he is the only business in WA who does this work and has work sent from the USA and interstate, you just need to strip the paint off whatever you want vented and decide on sizes and design, they have numerous sizes to choose from and you can contact him to discuss your requirements. He did the vents on the XJ13 Jaguar replica made here which was magnificent and totally accurate.

Ron Pease
rpe76831@bigpond.net.au



**HAPPY 80TH BIRTHDAY
ALLAN WRIGHT**



BALLARAT CONCOURS INFORMATION

Friday 25th to Sunday 27th October, 2019

Accommodation venue for the 2019 Ballarat Concours:

Bell Tower Inn, 1845 Sturt St, Ballarat VIC 3350 Ph 03 5334 1600 Reservation No. 46642

- ☐ Std Rm \$138 p/night. Breakfast \$15 Continental or Cooked extra pp, p/day, if required.
- ☐ Free Wi-Fi for all guests.
- ☐ Bookings will be held open at these rates up to 30/6/19, after this date, surplus rooms will be at public rates and not secured.
- ☐ Each attendee is required to make their own booking and payment directly to the Motel.

Concours Agenda

Friday 25th October

- ☐ Arrival and check in at Hotel
- ☐ Registration 2pm—4.30pm at Bell Tower
- ☐ Welcome Reception at Pipers By The Lake (3.7km from Bell Tower), cash bar.
- ☐ Bus Pickup 5.45pm, 6.05pm & 6.25pm from Bell Tower. Return 9pm, 9.20pm & 9.40pm from Pipers

Saturday 26th October

- ☐ Concours Display and Judging, 9am to 4pm at Lake Wendouree, behind Pipers By The Lake.
- ☐ **Presentation Dinner, Ballarat Golf Club, 1800 Sturt St, Ballarat VIC 3355, 500m walk from Bell Tower from 6pm to 11.30pm.** A three course Dinner, at a cost of \$70 per head, cash bar. Entertainment, Opera & DJ to dance the night away.
- ☐ **Theme for the Dinner— Night at the Opera.**

Sunday 27th October

- ☐ General meeting, to be held at the **Bell Tower Inn** from 9am to 10am
- ☐ Sunday lunch run, departing from the **Bell Tower Inn** at 11am Sharp. Venue will be at the Flying Horse. Approx. 1 hrs drive through the scenic Victoria. 10% off Full Menu, cash bar.
- ☐ Spend the afternoon at your own pace self touring Ballarat, M.A.D.E., Art Gallery, Mining Exchange & Gold Museum etc.
- ☐ Evening Dinner—By own arrangements.

CONCOURS AFTER TOUR INFORMATION

Monday 28th to Thursday 31st October departure

Note: Accommodation for the full event is at the **Bell Tower Inn**.

Monday 28th October— Tour Ballarat

Spend the day self touring at your own pace at Ballarat Sovereign Hill & Gold Museum, a meeting room has been provided at the complex for our group to come & go as we please. Tea and coffee provided and either bring in your lunch or dine at one of the 7 café's or historic hotels on site. A 2 day pass discounted to \$45. Parking our TR's at their secure parking adjacent to site entry.

Tuesday 29th October—Run to Maldon, Castlemaine and return

Depart Motel 9am for a run to Maldon by 10am to board our private 1st class carriages with morning tea on the Maldon Heritage steam rail, you may even win a chance for **8 people to 'ride with the driver'** of this beautiful historic steam train. The train winds its way from Maldon to Castlemaine, self tour Historic Castlemaine and return to train departing at 12 noon from Castlemaine, to arrive at Maldon for a lunch included. After lunch we are lucky to be invited to visit 'Up the Creek Workshop' a mechanical workshop for vintage cars, currently being restored is a Bugatti, Bentley just to name a few. **Gold Coin Donation for the Local Hospital.**

Possible evening for all. **Dinner with a Sound & Light Show at Sovereign Hill** Approx. \$ 80 TBC. Dinner starts at 7pm. Expression of interest required. (New show is being constructed for next year)

Wednesday 30th October—Run to Daylesford and return

Depart Motel for a self guided run to the Historic town of Daylesford. Follow our scenic route and wind through the beautiful country side. Once you arrive the day is yours to visit the long list of things to see and do. Meet for your return trip via convoy at 3pm to Ballarat in time to freshen up for our farewell pizza dinner and drinks at the Bell Tower.

Thursday 31st October

Depart Ballarat ...Safe Travel & Happy TRing

FITTING A DAVIS-CRAIG ELECTRIC WATER PUMP TO A TR 3A

I'd been having chronic overheating problems with the TR for the last hundred years. Everyone who has fitted an Electric Water Pump (EWP) seems to have good things to say so I bought one. Hmm... but this was about 5 years ago, and didn't get around to fitting it. But finally, it was time. After chatting with Rick Fletcher and Brian Richards, the job started - front apron off, radiator out, whole water pump off... then I needed a spigot to admit the water to the block.

This was the first step. So I got a bit of 32 mm x 1.5 mm tube (you can use this or similar) about 50mm long. Get a bit (about 50 x 80mm) of 5mm plate and ask a machine shop to bore a 32 mm hole - drilled or flame cut - into it. See the diagram and photo - use a 1mm angle grinder cutting wheel to trim the 5mm plate to size. The photo shows the component with the tube a bit short - it leaked and was later extended to about 50 mm. Get a good welder to watertight weld it together (Not me!). One problem was the mounting bolts are a bit close to the spigot, so I knocked the corners off the 3/8 bolts and cut a screwdriver slot in the top (I used a 1mm cutting wheel. Or you could use a 3/8 cap head screws (Unbreako)).

Next we need to hang the pump itself, and I used an angle brace from Home Hardware (about \$3), cut it up and bolted it on the lifting eye. Works fine. See photo.

Now we need plumbing. Cutting up a Commodore hose (bought for \$20 from Supercheap (Part no. CH 1759) works fine. Bits of this and the standard bottom hoses work spot on for the bottom hose. Buy a swag of 44 mm hoseclamps. Next the top hose. One important point – if you put in the sensor adapter in the top hose, the length of the (radiator spigot + Top spigot + adapter) = too long and pushes the radiator forward so it won't fit. Get the two way adapter and cut the ends off it. Measure it to determine how much needs to be circumcised. OR better yet, use the standard top hose and drill and tap the top hose cover so the sensor can be screwed in - as described in the EWP instructions. Best way to go, buy a 1/4 BSP tap.

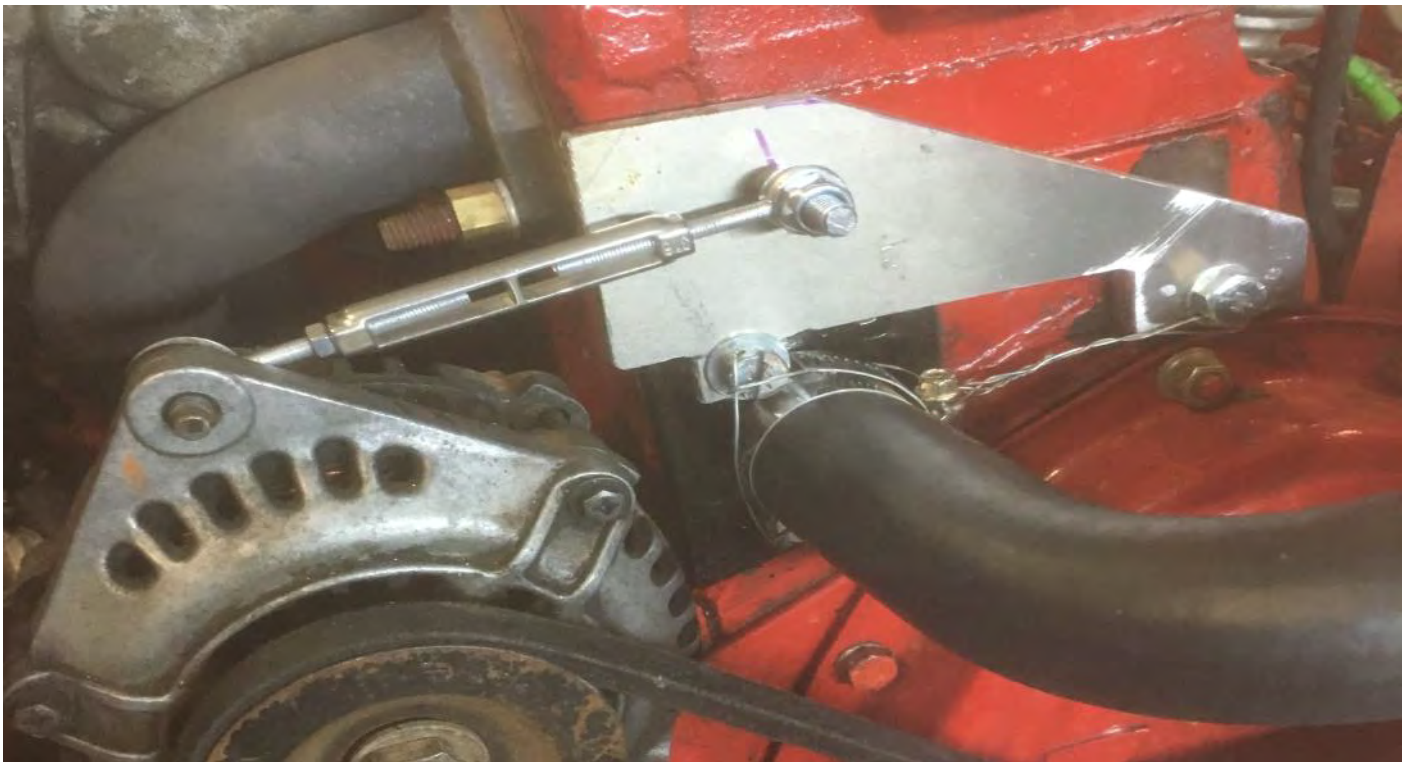
OK, but now we've pulled off the water pump and this includes the mount for the alternator. SO we need to do something clever. I stole an idea from Malcolm Glover and used a small turnbuckle to tension the alternator belt, I built up a mount from 5mm Aluminium plate I had hanging around, (Again the 1mm cutting wheels make life so easy!). I have already modified my steering gubbins so I was able to just fit another belt, whereas Brian had to use an idler pulley to get better angles on the belt operation. I think it may vary from car to car - see what it looks like. (If you need an idler, Rick bought one for \$10 from a wrecker). I used a Gates belt A29 13x735 Li (Narrow pulleys) and used brute force and ignorance to fit it, but once it submitted it was OK. But basically, see what happens and wing it.

Then the electronic control: I was terrified with this, but Rick said, "*.. no problems, it's all labelled and numbered and just clips together*". Wow, he was right!! What looked like a fishing net actually was a logical connection system and caused no problems connecting. I put the controller on the dashboard so it could easily be seen: Rick has done a clever mounting on the transmission tunnel - I may go down this path later.

SO that was about it: I had a few initial problems and I was so relieved by the help we got from Alex and John at Davis - Craig with friendliness, endless patience and competence - excellent folks to deal with!! I have not fully tested it as yet but initial outcomes are good and Brian and Rick say it's fine. The conversion is quite easy once you know how and I hope I'll never have overheating problems again!!

Bill Revill

Call anytime 0412 191 356



STOCKTAKE STUDIES

A small but enthusiastic team of Russell, Terry, Jenny and myself, ventured to Bare-Co in early December last year to conduct a stocktake of the Register's New Parts. After an almost forgotten dental appointment, Mal arrived a bit later to check up on us.



We firstly received detailed instructions from Ray Kasparian regarding the location of the parts and their associated codes, and then the most important instruction, "NO TALKING!" With fear and trepidation we set to our allotted tasks, armed with pens, clipboards and a wad of stocktake sheets.



Speaking for myself, I was most unfamiliar with many of the stock description names to be counted, but I had confidence in my ability to at least be able to count and add up, I hoped! We were each assigned different pages of various stock to be located and counted. Some were tiny weeny little thingamajigs, while others were larger and easily identifiable, like windscreen wipers, even for a novice like me. For a few stock items there were only single figures to be counted, while for others there were hundreds and hundreds to be counted. Some were slippery little suckers, which



were really very tricky to accurately count because of their minute sizes. We were literally either sitting on the floor of the snug storeroom housing the new parts, standing at shelves or perching on step ladders to access the stock up high. Russell was excited to find some electrical bits and pieces he didn't realise we had in stock and also found himself a great Christmas gift of a new bumper bar and carpets. After about three hours of counting, we were finished (or so we thought) and retreated to a local bowling club for a well deserved lunch with Allan Bare. When leaving the club, Mal discovered he had a flat a battery. Allan came to the rescue with a phone call to Bare-Co and it wasn't long before this was remedied with a Bare-Co ute magically appearing to save the day.

On return to Bare-Co, we discovered there were some discrepancies with the initial count and a much smaller second count undertaken with Allan and Ray's assistance. We were delighted to learn that at the end of the day there was only an absolutely minimal loss of \$18.98! Congratulations go to Ray for all his detailed and thorough work in achieving such a fine result with over 600 parts in stock, and thousands of individual items and to my fellow stocktake counters. All in all, it was a really enjoyable and interesting day.

And in case you were wondering, I think we passed the rather difficult "No Talking" test.

Kerrie Holliday

EDITORIAL COMMUNICATIONS



Hi Terry,

Good story

My Dad purchased the car approx 1982 when I was about 14 Years of age - was the same model and colour of car as my mum and dad met when they were young.

As a 14 year old I helped Dad do a restore over a year or two.

Then from approx 1983 to 1989 the car was on the road. Then it sat in fathers garage for approx 25 years - 2014



Mother wanted to sell – but I managed to get and restore from 2014 - 2015 and back on the road. Still doing work on car - will continue over the next few years.

Live in St Ives so have met - Gary ;-(person in Warrimoo with TR as well
Hoping once all finished to be able to get more involved with the Register.

Cheers,
Heath



Yes Terry,

They are the latter Doretti's. They have gone back to their motherland. They were bought by a collector of fine cars who just loves Triumphs, Dorettis, Italias, and any thing to do with Triumphs. I believe he lives in Hertfordshire, which is'nt too far from Walsall, where they were made. I have sent some more photos for you. They were taken by a professional photographer for a forthcoming article for "Just Cars" magazine. So keep your eye out in the coming months.

Paul

G'Day Rick & Terry

It was great meeting you both & other interstate TR Register members at the National meet at Glenelg in October last year.

I have finally got my act together & got ex. Gary Johns, ex Merv Collins TR3A registered & on the road, a great car to drive lots of fun.

I have attached a number of photos for the gallery of the Blue TR3A, Including a copy of Standard Motor company record of the build date & delivery which came with the car, It looks like it was an original delivered Australian Car.



TR3A Powder Blue

1960 -SA Registration RTR360

Commission No:- TS79179.

Engine No:-79412E


I still have my white TR3A which is in the gallery, hopefully in 2019 I will be able to find time to continue to work her, that is if I am not out driving my other TRs.

I will send through some progress photos of my white 3A as it progresses in 2019 all going well.



All the Best Regards

Keith Williams- Member 871

	Standard Register	Extract from the production records of The Standard Motor Company Limited.
Commission No:	TS 79179	
Type:	TR3-A	
Building Date:	Friday, 12th August 1960. 7.30-9.30am	
Body Shell No:	1100278	
Tyre Size:	590	
Body Colour:	Powder Blue	
Trim Colour & Type:	Black Vynide	
Hood/Side Curtains Colour:	Black/Black	
Delivery Destination:	Australia	
Other Specifications and Equipment:	R M 1 181 TC(Black) Dip Left Lights	
Special Notes:		For codes see reverse

VICTORIAN REPORT

MASSARO WINERY OUTING

Gary and Robyn had spent months in the planning of this little tour and lunch, only to have to pull out at the last minute to take a friend to the airport. Tony Knowlson was upgraded from "tourist" to "Tour Leader" and we all arrived at the designated meeting point in Chirnside Park at 10.00am. Today's weather in Melbourne was stunning- good this time, not stunningly bad!! 28 degrees with a light breeze and perfect for taking our tops off.



Our presence in the car park at the shopping centre created some interest from the locals as the cars looked great basking in the sun.

After a top up of coffee, we were off through the rolling hills following Tony towards Yarra Glen, one of Victoria's best wine districts and the Race Track which will hold our All British Day early in 2019.

From there, it was a short drive through gently winding roads to Kangaroo Ground lookout, with amazing 360 degree views. The city of Melbourne was in clear view, as were the Dandenongs and the hills around Yarra Glen.

It was great to see David Orchard's TR2 on the road. Jenny was laughing all the way as we followed him and she could hear the engine revving hard through the hills as David enjoyed pushing the car along. There was a lot of noise from such a little car. We were joined today by David and Polly, David Orchard, Hugh and Merridee, Keith and Judy, Brian and Holly, Tony (Jenny had another lunch), Michael and Trish in their TR4 and us.

2 minutes from the lookout is Massarro's Winery and it is set in beautiful gardens with fabulous views of the hills and Melbourne. We were fortunate to be seated outside under the shade sails where we could enjoy the sun and the breeze. Lunch was a never ending supply of pizzas and a drink from the bar. We enjoyed a very nice bottle of Pino Grigio from the King Valley- another great wine district just a few hours north- or a bit more in a TR!!

As the bill arrived, so did our organisers, Gary and Robyn. We all chatted for a little longer before climbing back into the cars and heading home.

Thanks everyone for an enjoyable day out. We are looking forward to our next event.

David and Jenny (Thanks David and Jenny and Tony for the filling in the gap. Gary)



Tuesday 4th December – Dinner Meeting at the Wheelers Hill Hotel

Twenty one members and partners gathered for our final event of the year. There was plenty of chit chat before and during the meal and this mood was carried over when we broke into the obligatory men's and ladies tables after the meal. This format seems to have hit the spot and we intend to have more of these evenings during 2019.

Sunday 6th January 2019 – Happy New Year Coffee Run

This year's first event was to the Café Coffea at Narre Warren North. This is a Café attached to a garden nursery with plenty of parking and shade trees. It is located in a more rural atmosphere and fortunately for us is not widely patronised. It is run by Asians who do the baking of all sorts of delicious pastries on site.

The site was chosen as being about half way between the Peninsula group and the northern outskirts of the east side of Melbourne. This seemed to work well as those from the south travelled for about 45 minutes as did the convoy from the north. John and Leonie, Rob and Gail, Tony and Jen, David and Jenny, Michael and Trish, Keith and Judy and Robyn and I had a wonderful couple of hours in great company. Thanks to those who attended.



Sunday 20 January – North West Group Inaugural Run - Harcourt - Maldon Run



For some time now a few of us in regional Victoria have discussed having a run in Central Victoria to encourage those members around the Bendigo, Ballarat and Macedon Ranges area to get their cars out for a "local" run. Anyone living in Central Vic will know that we are blessed with some great roads and fantastic scenery. Our TRs are in their element cruising along the back roads, top down with that magnificent exhaust note burbling away without having to contend with all that traffic associated with Melbourne and its immediate surrounds.

So..... after consulting with Gary Waite, our Victorian Coordinator, an email was duly sent to all Register members in the Bendigo, Ballarat and Macedon Ranges area inviting them (and partners and friends) to join fellow "local" TR'ers in a run around the Harcourt-Maldon area.

With the help of Peter Standen from Bendigo, a route from Harcourt to Maldon of approximately 70k's was mapped out. Chris Copeland, also of Bendigo, agreed to lead the convoy from Bendigo, while I would lead the convoy from Carlesruhe (Macedon Ranges).

Disappointingly, we had a couple of apologies before the event. Ric Steel (TR3, Ballarat) and Peter Riley (TR3A, Macedon) were unable to attend due to conflicting commitments. However on the upside, Ian Cartwright (TR3, Marong) met one Jim Poulson in a Bendigo service station. Jim owns a very nice TR3 with some "significant" performance upgrades. Not to let an opportunity for a new member to the Register to go by, Ian invited him to the run! Nice work Ian.

Mike Heaton joined me in my TR3A as his TR was awaiting a new ½ axle. After filling with fuel, we made our way up the old Calder Highway to Harcourt. The old Calder is a lovely road. Maintained in great condition and hardly used. We purred our way to Harcourt where Ian Cartwright was waiting at our rendezvous point at the Harcourt Reserve. Not knowing how many would be turning

up for the run, I turned to Mike "Well, at least there will be three of us!!"

Shortly after, Chris Copeland and family arrived leading the Bendigo convoy. It was great to see six TR's, all lined up under the trees of the reserve – a really good representative spread of early TRs from the Copeland TR2 through to Peters Standen's TR4A, all cars being really well presented. After a bit of brunch and natter, we headed off with Peter Standen taking point, south out of Harcourt and up Mt Alexander where we stopped to admire the view. After more natter, it was down the other side of Mt Alexander, back through North Harcourt (onto the Old Calder again), under the Calder Freeway touring our way toward Malden. (I'm glad Peter knew where he was going). Before entering Maldon from the north, Peter took us up Mt Tarrengower, famous for the annual Mt Tarrengower Hill Climb. Being the responsible TR owners that we are it was a cautious climb, but never the less gave a glint of how challenging the climb would be at speed. The odd scrap mark on the Armco also tended to temper any enthusiasm for anything other than a gentle climb.

At the very top of the mount, we again took in the view, this time with the assistance of the Mt Tarrengower Lookout, which doubles as a fire observation post. The Copeland family and Johnsons made the climb to the top of the lookout and were given a personal tour of the observation post by the fire observation officer which proved most interesting and informative.

As it was getting near lunch time and warming up, we wound our way down the mountain and into Maldon. Being a sunny Sunday, Maldon was busy with parking in the main street at a premium. However, we found suitable spots (in the shade) here and there and took in the historic sights of the town (the fudge shop was especially popular) and settled in for a bit of lunch and more matter before heading off home.

All in all it turned out to be a most successful little run, all very low key and stress free. Everyone seemed to enjoy themselves and the cars behaved (thankfully). Thank you to all those who attended to make this event a success, and given the feedback, yes, we will have another "local" run again soon.

Ian Gallpen

Attendees:

Chris and Jac with Katie and Charlie Copeland	1954 TR2 Special
Ian Cartwright	1956 TR3
Jim Poulson and Janina Read	1956 TR3
Ross and Kaye Whitehead	1953 TR3
Peter Standen	1964 TR4A
Ian Gallpen and Mike Heaton	1960 TR3A
Leonie and John Johnson	Modern

(Thanks Ian for the foresight and enthusiasm to get like-minded people together to enjoy their cars. Gary)

Future Events

Sunday 24th February – British and Euro Car Show Yarra Glen Race Course

Further details will be sent to members by email.

Tuesday 5th March Dinner Meeting Wheelers Hill Hotel 6pm

Numbers to Gary by 1st March please.

Friday 8 to Sunday 10th March – Phillip Island Historic Racing

Several of us Victorians and some South Australians are camping on site this weekend. Be sure to catch up with us.

Saturday 30th and Sunday 31st March – Memorial Run -Overnight trip to the Eddington Sprints

Meet at the BP Calder Park 3037 for a 9am start. Overnight accommodation TBA. Please let me know of your intention to participate ASAP

Sunday 28th April – Mornington Run, Lunch and Wine Tasting

Details TBA

Happy TRing - **Gary Waite**

TASMANIAN REPORT

As elsewhere, this summer has been our longest and hottest on end. I don't envy those members in the bigger metropolitan areas who have to navigate congested traffic for miles before they can get some clear air through their TR radiators. With the high UV levels some of us are finding it more comfortable and prudent to be driving tops up and sidescreens out.

Most of our cars have been getting a run, some more regularly than others. At the end of November John Kay and Michael Sullivan joined with MG members for a coffee run down the East Tamar to Hillwood.

John was keen to repeat the experience so the following Friday 7th December he was joined by Hugh Maslin in the TR2 and David Pearce in the TR3A for the trip down the East Tamar Highway dropping into the cherry orchard before the Hillwood turn-off for a couple of kilos. Next stop was the Hillwood Strawberry Farm for more berry supplies and a coffee. Moving on we crossed the Tamar over the Batman Bridge and turned north for the Moores Hill Vineyard just a kilometre or so on. A very enjoyable lunch and a wine on the deck overlooking the vines and the highway. Back to town and another 100 kms trip was up.



Down south Martin Osborn organized a Drive It Day run for the Triumph Owners on Sunday 20th January taking a small number up the old Huon Road through Fern Tree and onto Longley then finally to Kettering for lunch at the hotel.

Michael Sullivan had a bit of success at the end of last year winning the Under 1600 cc Class of the Tasmanian Hill Climb Championship on points accrued over the season competing in his Nissan powered Mk. 2 A-H Sprite. Congratulations!

Shannons Classic Car Charity Run Sunday 9th December 2018

This was the 15th occasion of the event held at the Campbell Town Memorial Oval in the Northern Midlands and in recent years in aid of the Salvation Army Christmas Appeal for which donations of non perishable foodstuffs are sought. A sunny with some cloud day prevailed and temperatures reached the high twenties.

There was a good variety of cars present, numbers of which I would estimate to have been close to 120. MG models were well represented from various T series through to MGB and some more recent sedans. MX-5s of all series were in good numbers as were Mustangs of old and new generations. There were a few Jaguars, a Ferrari and the usual Holden and Fords plus a few of the smaller British cars also on the grass.

From the Register, attending were Stephen and Ginetta Rochester who travelled up from Hobart in the black TR3B and David Pearce who had a shorter trip in the maroon Peerless. Hugh Maslin also

put in an appearance while en route to Launceston. The Triumph Owners also had another 5 members present with a TR4, TR7 V8 and a Stag between them.

Wandering through the rows of cars and catching my eye this time was a mid 30s Alvis sports saloon, not sure whether it was a Speed 25 but it had triple SUs. Then there was a red 1947 Sunbeam Talbot Sports Tourer that I had not seen before while a late comer was a dirty big black Cadillac Fleetwood from late 50s which was clean and looked presidential. The last car on my list was a blue Volvo P1800S.

There was Shannons Choice Car picked by one of the charity representatives whose pick was a 1960 Ford Zephyr Mk 2 sedan in red with white flashings, sort of car one would see in a Heartbeat episode.



Coffee Run with the MGs Friday 25th January 2019

Through Michael Sullivan, members were invited to join with the northern members of the MGCCT for their coffee run. Meeting up with the MG members at the NAMT were Michael Sullivan in his TR3 and John Baker, John Kay and David Pearce all in TR3As. It was another hot day well on the way to 32 degrees. There was a good roll-up with 30 people to start and about 20 cars. A variety of MGs from TF through As and Bs up to a recent V8 sedan and supplemented by a MX-5 and Porsche 911. After a briefing with good instructions we were on our way by 10 am. Our first stop was at Riverside on the outskirts of the city for all to regather and then continue down the West Tamar Highway to Legana where we turned for Bridgenorth and then down the Long Plains Road to the Frankford Road and onto Glengarry. A right turn here and we were on a connector to the Exeter- Winkleigh Road. At the T it was a right turn and a few kms into Exeter and our destination, Burt Munro's Motorcycle Cafe. This is a small motorcycle museum within a café and features a handful of motorcycles, scooters and bicycles plus lots of models, posters etc. Coffee and cake for most of us but something more substantial could be had. Return trip to Launceston was straight down the West Tamar Highway with a return trip of about 70 kms.

New Member

We are pleased to welcome Jeff Mount as a new member of the TR Register following his acquisition of the BRG TR3A previously owned by the late Vic Barnes. Having previously resided in South Australia the car was known to Jeff many years ago. Jeff has previously joined us on a number of runs coming along in his white E-Type and is already making good use of the "new" car. It is pleasing to have another TR come into the state following the departure of the Martin Corke 3A into NSW and the Peter Baker 3A into Queensland over the past 3 years.

Special Interest Vehicle Registration Changes

Most of the Tasmanian members run their TRs on SI plates these days.

Recently the Hodgman Liberal government came good on a promise made at the last state election. The motor tax component of the registration fee has been deleted saving \$ 66 for a TR (4 cyl) and we can now drive the car twice as many days in a year going from 52 to 104 days. So for a 4 cylinder car the total registration discount is now \$ 367 against the cost of a vehicle on full registration.

Coming Events

Sunday 17th February 2019

Sunday 24th March 2019

Pre-entry at www.devonportmotorshow.com

Monday 29th April to Saturday 4th May 2019

Deloraine Street Car Show

Devonport Motor Show Featured marque is Porsche

Targa Tasmania

David Pearce

Tasmanian Co-ordinator

WESTERN AUSTRALIA REPORT

Hello everyone

On Sunday 18th of November the All Triumph and Standard Day was held at Stirling Square Guildford. Six sidescreen TR's were there on the day.

Ron Pease Ken Bedwell Deane Grosser and myself all in 3A's. Non member cars were William Knubley in a yellow TR 2 and Trevor Steele in a black 3A. Adam Baldwin was also there in his TR4

COMING EVENT

There will be lunch at the COTTESLOE GOLF CLUB Alfred Road Swanbourne on Sunday the 17th of March. Meet me in the carpark at midday then we will go up to the clubhouse for lunch at 12.30PM

If you know any sidescreen owners who are not members of the register please ask them to join us. Please advise me if you intend to come on 0417 955 924

Kind regards

Chris Keay

WA Coordinator

NSW REPORT

An interesting few months of TR life since I last wrote. I have been greatly pleased with a few new members and previously non-active members getting involved and greatly saddened by the tragic death of a member.

Long time member Alan Stehr got in touch for advice and a few bits and pieces on his TR2 restoration. Many members know Alan who has been dealing with illness for some time. I am pleased to say that he is out and about and called into my place late last year to have a coffee/chat and pick up some items.

Pat Walsh inherited a TR3A some time ago which has been in his family since the early 60s. I saw his car at David Clark's workshop where it resided for some time and contacted Pat about TR Register membership. Pat has got the car roadworthy and on the road and is now working on sorting out a few issues. Pat rang me asking if I knew anybody who could help him with his carbies. Pat bought the car around to my garage and after a few hours we had it running pretty sweetly. I never expect anything in return for helping other TR owners, so many have devoted their time to help me over 43 years of TR ownership, but I arrived home a few days later with a slab of "Sail and Anchor" on the front door step with a thank you note from Pat. There was no need but I am now a convert to "Sail and Anchor", it is a very good beverage.

We have had our monthly Common Ground morning teas with usually half a dozen cars attending but decided on a pre Christmas lunch to try something different. It proved to be a winner with 24 people attending.

Tim Hunt, Vice Chairman of Club Triumph in the UK, contacted me via the TR Register UK that he would be out in Sydney and would like to meet up with some TR people. As we are the only TR Register that only includes side screen TRs most overseas TR people see us as the same as the other Registers that cater for all TRs. Anyway Tim has a TR4A which is close to our cars. Tim and his wife Sue accepted our invitation to join us for lunch so I picked Tim up in our TR6 and Sue drove the family car with Tim's Sue. Tim and I had a great drive and lunch was fabulous. Tim and Sue really enjoyed the day, which is great for our club.

Here is a shot of Tim crossing the Millau Bridge in France. Tim will be giving a talk at the Feb TSOA meeting on the Round Britain Rally he coordinated, it will be worth attending.



Another UK TR2 owner contacted me to see if I would be willing to get one of Keith Brown's wing mirrors for him. He thought they were great but they are only available to Australian addresses. I accepted the challenge and here is a photo of his car with mirror attached. I see personal acquaintances with sister clubs overseas as very good for our club so am happy with these relationships.



A new member from Kanahooka, Neil Clark, (that makes two of them from this small Wollongong suburb) contacted me re his TR restoration. I will put him in touch with his near neighbour Geoff Roberts who is rebuilding a short door TR2.

I was very saddened by the tragic death in December of a Register member, Mike Murray. Mike joined the Register 3 years ago when he bought his very nice 3A and has been a regular at St Ives Sundays and started joining in the Pie in the Sky coffee mornings last year. I and other Register members including Mark Stuckey and Darryl Dobe enjoyed Mike's company and were looking forward to his involvement with the Register. I was greatly saddened to receive an email last week from Mike's wife Kerrie that Mike was killed in a tragic motor bike accident near Crookwell on 16 December.

The Register will be helping Kerrie sell Mike's late TR3A. Mark Stuckey, my wife Sue and I visited Kerrie last week to have a look at the car and see what we can do to help her through this tough time. She wants it to go to a good home so I will place an advertisement on our website in due course and the car will be available after probate has been declared.

We had a memorable Malfunction on Australia Day at Mal Munro's farmlet on the Southern Highlands. About 43 people attended although most chose to drive air conditioned family cars on a 40 deg C day. Terry and Jenny, Sue and I and Alan Bare drove TRs. In our case I think was a mistake as it was the first day of a long weekend with stop start traffic on the freeway for many long stretches. What is normally 1 and a bit hours from our place was closer to 1 hour 45 minutes. John Murn, founding President, drove down from Sydney in his glorious Iso Lele. Like the TRs, the Iso didn't like the heat so needed some attention in the cool of Mal's shed. The temperature dropped off later in the afternoon so the drive back to Sydney was much much better.



AUSTRALIA DAY MALFUNCTION

Thanks to John McCormack and Gavin Rea for photos



Alan Bare's special TR3.

Mals TR3B with Terry and Jenny Hicks 3A.

Our TR2.



John Murn's Iso, receiving some electricity in Mal's shed



Mal's other TR3A. I think I have only ever seen this car in this pose.





Some of Mal's other cars attending the Malfunction.

I created a Facebook page for the TR Register NSW a few years ago. I encourage all those who are on Facebook to join in.

I and others do post things on there and will do so more often if we have enough users.

The 2019 NSW program is included in this Sidescreen. The next big event is the farm help weekend at Chris Olson's goat farm on 29/30/31 March. You will get more information by email and on the website shortly.

TR REGISTER NSW PROGRAM 2019

2 January	Pie in the Sky morning tea
16 January	Common Ground at Old Razorback Inn -1580 Remembrance Driveway Picton NSW – Morning Tea
26 January (Sat)	Australia Day Malfunction @ Mal Munro's Yerrinbool
3 February (Sun)	Cars and coffee St Ives Showground – 0800 till about 1100
6 February (Wed)	Pie in the Sky morning tea
19 February	Committee Meeting Concord RSL
20 February (Wed)	Common Ground at Old Razorback Inn Picton NSW – Morning Tea
3 March (Sun)	Cars and coffee St Ives Showground – 0800 till about 1100
6 March (Wed)	Pie in the Sky morning tea
19 March	Committee Meeting Concord RSL
20 March (Wed)	Common Ground at Old Razorback Inn – Morning Tea about 10.00am
29/30/31 March	Laffing Waters Farm Help weekend (Chris Olson's place)
3 Apr (Wed)	Pie in the Sky morning tea
7 April (Sun)	Cars and coffee St Ives Showground – 0800 till about 1100
17 April (Wed)	Common Ground at Old Razorback Inn – Morning Tea about 10.00am
1 May (Wed)	Pie in the Sky morning tea
5 May (Sun)	Cars and coffee St Ives Showground – 0800 till about 1100
14 May	Committee Meeting Concord RSL
15 May (Wed)	Common Ground at Old Razorback Inn – Morning Tea about 10.00am
17-19 May (Fri-Sun)	Winton Historics (Details to be advised)
19 May (Sun)	Blue Mountains day run (Andrew Ross coordinating)
2 June (Sunday)	Cars and coffee St Ives Showground – 0800 till about 1100
5 June (Wednesday)	Pie in the Sky morning tea
10-13 June	Run north e.g. Forster lunch, Port Macquarie overnight, Coffs Harbour lunch, Tamworth overnight, Home. This event could be expanded if there is interest to do a 7-8 day tour to include Canberra and the south coast
18 June	Register Annual General Meeting Concord RSL
19 June (Wednesday)	Common Ground at Old Razorback Inn – Morning Tea about 10.00am
3 July (Wednesday)	Pie in the Sky morning tea
7 July (TBC)	All Triumph race Wakefield Park
7 July (Sunday)	Cars and coffee St Ives Showground – 0800 till about 1100
July	Joint TR Register/TSOA run TBA
7 July (TBC)	AHOC Donald Healey birthday Parramatta Park

16 July	Committee Meeting Concord RSL
17 July (Wed)	Common Ground at Old Razorback Inn – Morning Tea about 10.00am
4 August (Sunday)	Cars and coffee St Ives Showground – 0800 till about 1100
7 August (Wed)	Pie in the Sky morning tea
12 August (TBC)	Shannons Sydney Classic – SMP Eastern Creek
21 August (Wednesday)	Common Ground at Old Razorback Inn – Morning Tea about 10.00am
1 September (Sunday)	Cars and coffee St Ives Showground – 0800 till about 1100
4 September (Wednesday)	Pie in the Sky morning tea
TBA September	Day run to Camden House (John MacArthur built the house 1832-35. His descendants still live there. Open one weekend a year) Lunch in the Camden area (Suggestions please)
17 September	Committee Meeting Concord RSL
18 September (Wednesday)	Common Ground at Old Razorback Inn – Morning Tea about 10.00am
TBC September (Sunday)	All British Day King's School
2 October (Wednesday)	Pie in the Sky morning tea
6 October (Sunday)	Cars and coffee St Ives Showground – 0800 till about 1130
16 October (Wednesday)	Common Ground at Old Razorback Inn – Morning Tea about 10.00am
25-27 October	TR Register National Meeting (26 October) & Concours Ballarat
3 November (Sunday)	Cars and coffee St Ives Showground – 0800 till about 1100
6 November (Wed)	Pie in the Sky morning tea
19 November	Committee Meeting Concord RSL
20 November (Wed)	Common Ground at Old Razorback Inn – Morning Tea about 10.00am
Late Nov/Early Dec (Weekday)	Power house Museum Discovery Centre (Castle Hill) with lunch
December	Christmas Lunch
1 December (Sunday)	Cars and coffee St Ives Showground – 0800 till about 1100
4 December (Wednesday)	Pie in the Sky morning tea
18 December (Wednesday)	Common Ground at Old Razorback Inn – Morning Tea about 10.00am
Every Wednesday	Sapphire Coast morning run to Blend Café, 37 Andy Poole Drive, Tathra Beach NSW

John McCormack
TR Register NSW Coordinator and Committee

SAPPHIRE COAST CHAPTER

The Sapphire Coast Chapter finished 2018 with a great roll up for the Christmas lunch at the remodelled Bermagui Hotel. 14 TR Register members from across the South Coast as well as interstate visitors Bob and Robyn Adams plus 8 guests with other classic cars enjoyed the sunny weather and the great driving conditions.

The weekly coffee mornings are proving popular with many holidaying members joining in for some friendly company at either the Table of Knowledge for the ladies or the Table Of Ignorance for the men.

Plans are well in hand for the balance of the year including weekends away, a weeklong run and the usual convoy to the National Meeting.

Any members visiting the area are invited to join in the fun by contacting Bob Watters or Rick Fletcher whose contact details are in Sidescreen.

Bob Watters

QLD REPORT

Xmas and New Year
been and gone including some TR activities.

December held a pre xmas lunch at a popular crepe cafe and all thanks to David Chapman our host. There was a good turn up of about 25 people and it was a great social event with the ever popular secret santa and raffle prizes December also had a good crowd attending a BBQ at



Barry and Elizabeth Tantons farm property out at scenic Mt Barney. Both TSOA Qld and the TR register were invited, it was a very hot day and only a few braved the topless drive.



January started with the wedding of members Greg and Judy with their TR taking pride of place in the wedding photographs. (Photo courtesy Mick Porter Photography)



January closed with a get together organized by Paul and Rita Bingham at their new beach house. After meeting at Nerang we took a scenic drive over the range to Murwillumbah and then crossed to the beach at Kingscliff. After lunch we enjoyed what has become a traditional Australia Day cricket match between the ladies and gents. After years of defeats the boys finally proved the fact that the only way to win the game is to keep the score! (thanks Howard)
Peter

Future events visit the web site.