

# SIDESCREEN

**JOURNAL of the TR REGISTER AUSTRALIA**  
**NO. 104** **AUG/SEPT 2019**



## TR Register Australia Events

### National

25th-27th October 2019 National Meeting Ballarat  
28-31 October After Tour

### Victoria

Wed 24th July - Groups Coffee Runs  
Sun 11th Aug - Coffee Run.  
Wed 28th Aug - Groups Coffee Runs.  
Tues 10th Sept - Dinner Meeting at Wheelers Hill Hotel.  
Sun 15th Sept - Shake Down Run to Narbethong  
Wed 25th Sept - Groups Coffee Runs

### NSW

4 Aug Sun	Cars and coffee St Ives Showground – 0800 till about 1100
7 Aug Wed	Pie in the Sky morning tea
21 Aug Wed	Common Ground Picton 10.30
1 Sep Sun	Cars and coffee St Ives Showground (Fathers Day)
4 Sep Wed	Pie in the Sky morning tea
18 Sep Wed	Common Ground Picton 10.30

### Tasmania

20-22 Sept Baskerville Historics

### ACT

Xmas in July Tour – 30 July to 2 August.

**Front cover:** We took our TR to Wagga Wagga for the June long weekend rally, run by the Wagga Wagga Veteran and Vintage Motor Club Inc. We were one of two Triumphs in a field of 112 cars and motorbikes. Wonderful event, great outing and great hospitality. The afternoon tea table absolutely groaning under the weight of slices, cakes, biscuits etc. A great weekend.  
Jenny Hicks



**'A big thank you to RACV for their significant support for our 2019 Ballarat Concours / National Meeting. Their continued support to TR Register Victorian Chapter over the last 13 years has contributed in a significant way to our Concours & National Meetings.'**

# PRESIDENT'S MESSAGE

It is an extreme honour to be the TR Register President. My association with the Register goes back a very long way, I was one of the half a dozen or so people at the very first meeting back in early 1976 held at John Murn's place that led to the creation of the TR Register.

I've been a car enthusiast from an early age and have owned a number of what are now called classics but then were just old cars I could afford. A few Morris Minors, Hilman Minx, Humber Super Snipe, Mini panel van, a Cooper S, MGTC, Mk II Jag 3.8, Triumph 2500S etc.

I bought my BRG TR2 in February 1976 and won the 1976 TSOA Concours. The car's beauty was only skin deep and after 18 months in the Darwin sun it was in very poor condition. Between 1980-83 I undertook a body off restoration doing everything myself. She has been my daily driver ever since, and now looks it. More recently Sue and I acquired a TR6 PI to use and a long door TR2 for restoration, which is nearing completion. In 1972 as an 18 year old I joined the Navy Fleet Air Arm and had a fabulous time getting paid to travel the world flying in planes and helicopters. All good things come to an end and in the mid 80s I moved into a variety of management and strategic type jobs. In 1998 I left the full time Navy as the Commanding Officer of the Sydney submarine base.

I had completed an MBA to prepare for life in civvy street and spent the next 15 or so years consulting to business and also back to the Defence Department. I am now retired from paid work.

I took over the President's role at the AGM in June having been a Committee member and NSW State Coordinator since 2014. I am full of optimism and I hope in my time as President the club moves forward to a bright future.

I do want to address an issue that I know is important to a number of members. There have been differences within the Committee that have resulted in a fracturing of some interpersonal relationships.

I acknowledge that if these issues had been managed differently we may have avoided the hurt that resulted. This is deeply regrettable.

This acknowledgement is very much with the benefit of hindsight, noting the mistakes that were made were without malice or intent. The issues are personal and there is no benefit in revisiting them now to reopen the wounds in a 'he said, she said' argument.

A really disappointing aspect of these troubles is all the parties are long term members who have been among the hardest workers in the Register. They are all good people and I hope fences can be mended.

As difficult as it might be, it is time for everybody to move on and put these disagreements behind us. To focus on enjoying our cars, our company and appreciating the enormous amount of work that is done by a dedicated core of people. Not only the Committee but state Coordinators, Concours organizers and those who contribute in other ways to make it all work.

I am looking forward to the support of members to deliver the best results for the Register.

Your new Committee will work to improve its processes, pursue improvements in our club and allow everybody to enjoy their cars and company.

I welcome David Ferguson to the Committee. He is a successful businessman who brings a creative business approach to our club's management. In his short time on the Committee he has already made a great contribution to the Register.

The new Committee is working hard to take the club forward. Our current priorities include:

- Improving consultation starting with a questionnaire to all members

- The Ballarat Concours and National Meet

- Updating the Constitution

- Reviewing our financial needs and restructuring our assets

- Reviewing the membership and structure of the Committee

- Planning for the 2020 Concours and National Meet

- Establish relationships with other clubs both nationally and internationally to improve the experience of Register members

Finally, I want to thank Russell Holliday for his dedication and hard work as President over the last 5 years. I have already seen the effort needed in this role and to do it for 5 years is a commendable achievement. Thank you Russell.

**John McCormack**

**President**



# MEMBERSHIP REPORT

Hi Folks,

As at the last meeting in July, 213 of our approximate 310 members had renewed and of those nearly 60% used the new direct payment method. Thank you, as it has all gone smoothly so far, all membership cards have been sent out. If you believe you have renewed and not received your card, let me know.

If you have unfinancial on your address front sheet, please renew ASAP especially if you have club plates, you need to be financial.

One issue is that people who renew this way often do not send in a completed renewal form, no problem as long as none of your contact details etc. have changed, if so or you want to update the history of the car (or yourself!) please email me.

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

Only one new member since my last report, from Victoria :-

VIC – Colin Sargent from Brown Hill, Ballarat with ex Viv Paine TR3A

Jen and I will be overseas from 17 August to 21 September, so please ensure all renewals are received before that date.

Tony

Email :- [knowlson@optusnet.com.au](mailto:knowlson@optusnet.com.au)

## EDITOR'S REPORT

Yet another Sidescreen off to the printer. Those with an eagle eye will spot Terry & Jenny on the cover. Yes, after about ten years as editors we finally appear as an image. Personally I don't like the way I look but Jenny is fine. We were in Wagga on the Queen's Birthday weekend on a rally which was excellent even if we were the only sidescreen TR there. I won something ; don't know why. That's what happens when you have lousy hearing.

We are a bit down on co-ordinator's reports, possibly because of the cold but we do have an influx of technical articles to entertain everyone.

**Best wishes, Terry (& Jenny).**

### **Remember!**

**If you do not wish to receive a  
printed copy of Sidescreen, please  
email us at  
[editor@tr-register.com.au](mailto:editor@tr-register.com.au)**



## BALLARAT CONCOURS AND AFTER TOUR UPDATE

Registrations have now closed.

We have 70 registrations for the Concoours totalling 132 people with 60 Triumphs on display.

There are 46 registrations for the After Tour totalling 76 people.

Thank you all for supporting this event. It's a fabulous response.

We have secured again the RACV as the major sponsor. They have supported us since 2009, a wonderful effort. Thank you RACV.



Details for the Friday Welcome Reception are complete as are those for the Concoours Display and the Presentation Dinner.

We are currently in discussions with the Flying Horse regarding the Sunday lunch as there will be 132 people in attendance and we are looking at ways to avoid long delays in the serving of food. Perhaps pre-ordering or going to a fixed alternate plate serving option might be in order.

I have sent out information to the After Tour registrants about the Tuesday night Sovereign Hill Dinner and the AURA Sound and Light Show. This show was master minded by Andrew Walsh who was responsible for the opening and closing ceremonies for the Olympic Games. If you have not registered for the After Tour but would like to attend, please contact me.

We have 80 or so people registered for the steam train on the Tuesday but we can squeeze a few more in. For the train buffs, the train will stop at Muckleford Station for photo opportunities of the train steaming through the station. You will also have the chance to win one of 8 opportunities to ride with the driver for parts of the journey. Details at the Concoours.

Information and order forms for the Ballarat badged Regalia will be emailed to Registrants in the coming days. It will include a long sleeved men's shirt and a ladies  $\frac{3}{4}$  sleeve fitted shirt both with the Ballarat logo. A cap with logo and a separate patch completes the regalia.

TRavel Safely and Happy Tring  
Gary Waite – Concoours Director 0419367370

### CONCOURS JUDGES NEEDED.

We need judges for the Concoours in Ballarat so if you are interested please contact me. This is a chance to get a close look at the best sidescreen TRs in Australia and improve your knowledge of the breed. The job is not onerous and guidance from experienced judges is available. If you are interested please contact me at [peter\\_standen@bigpond.com](mailto:peter_standen@bigpond.com) or 0438413140.

Thanks,

Peter Standen, Chief Judge.

## NORMAN DEWIS 1920-2019.

Norman Dewis was not a Triumph man but he ran parallel. He started at Humber in 1934 but went to Armstrong Siddley as an apprentice.

During WW2 he was a turret gunner on Blenheim but was removed as the war office saw that he was more effective to the war effort in munition design than shooting and being shot at.



After the war he moved to Lea Francis then to Jaguar in 1952. He worked with Dunlop on the disc brake which had problems. Bill Lyons gave them three weeks to solve it or leave it. They almost got there but not quite good enough for everyday use.



He and Stirling Moss entered the Mille Miglia in a C type and were going well till they crashed; not the brakes fault. The first Jaguar win for a disc brake was the Rheims 12 hour and they won Le Mans in 1953. Triumph was there too. They entered three cars. One with drums, one with Girling disc on the front, drums on the back and one with Dunlop discs all round.

On the 21/10/1953 Norman broke the production sports car record at Jabbeke with a heady 172.4 MPH. That brought Jabbeke records to an end as the police deemed it too dangerous for the locals.

As we all know on the 20/5/1953 Triumph had turned 124 MPH in a TR2 at Jabbeke which was acceptable but 172 mph wasn't! In 1955 Norman clocked 194.2 MPH in a D Type down the Mulsanne straight at Le Mans.

He went on to develop the E Type and a succession of cars. He crashed heavily in a XJ13 but was back at work the next day and worked in Jaguar R & D up to 1985. In retirement he was a roving ambassador for Jaguar. He did that for as long as he had been employed.

**Terry.**

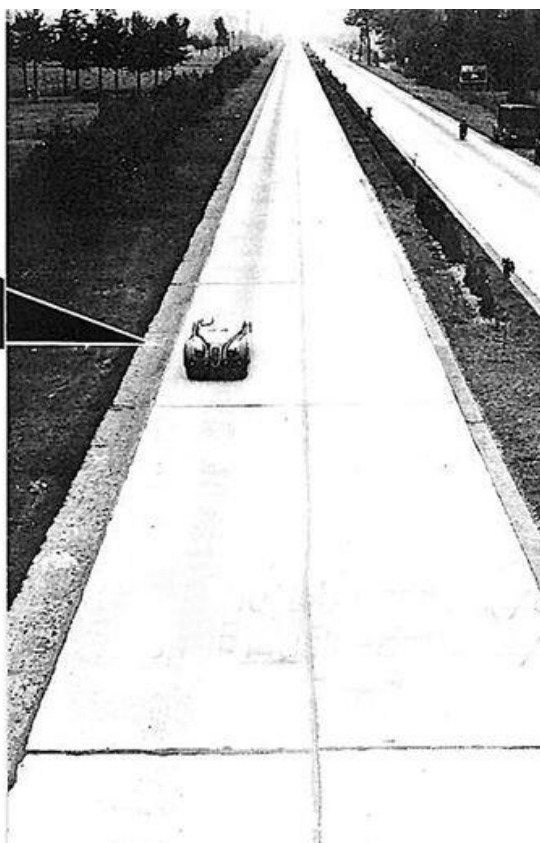


Photo at right shows famous Jaguar XK 120 A roaring along Ostende-Brussels Autobahn at world record mean speed of 172 m.p.h. Regular commercial gasoline was used for the run.

Below, Norman Dewis, Jaguar's chief test driver, stands beside car in which he established new mark, October 31, 1953, at Jabbeke, Belgium. Run was officially timed and certified by the Royal Automobile Club of Belgium.



THE HOFFMAN MOTOR CAR CO., INC. • 487 PARK AVENUE, NEW YORK • 65 E. SOUTH WATER ST., CHICAGO



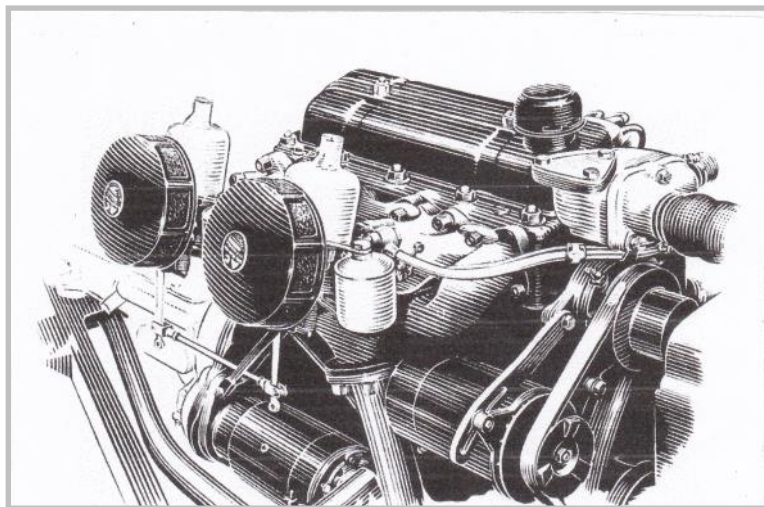


## TR TALES .... THE COMING OF THE 2138 C.C. CAPACITY TR ENGINE

It is well known that the Triumph TR4 roadster and the second series of the rare TR3B had the 2138 c.c. four cylinder, wet sleeved engine fitted as standard. However, the story of the increase in capacity of the 1991 c.c. TR engine is an extraordinary one, and once again it involves the legendary Ken Richardson and the tale that Standard - Triumphs management was unaware of Richardson's behind-the-scenes manoeuvres and experimental trials ?

The now legendary 1991 c.c. four cylinder TR engine received small modifications but little factory development or specialised tuning during the period Ken Richardson was in charge of Triumph's competition department. Richardson strongly believed that there was no need for greater speed but some additional torque from a larger capacity motor would be handy for his highly successful rally TRs.

As is widely known, Standard-Triumph were always short of development money so were not at all interested and dismissed any suggestions of a new or more powerful engine to rival BMC with their Austin-Healey 100 /6 or the all new twin cam MGA.



Naturally, it did not want to damage in any way the TR sports car's reputation for reliability as sales and U.S. exports were strong with the 1991 c.c. engine and front wheel disc brakes. Exports earnings were a very high priority for Standard - Triumph.

With the benefit of hindsight, around the same period ( circa 1958 ) or so the story goes, Ken Richardson had been testing privately options to get more torque and had sounded out and conned a good friend to manufacture and supply him with some special 86 mm pistons without cost, purely on Richardson's say so, that many orders would follow when the advantages to be gained became known to the many competition-minded owners.

Richardson according to some historians, is reported to have secretly trialled first some tractor liners giving him a 2187 c.c. motor, before deciding upon the much more dependable 2138 c.c. motor during the 1958 rally season. The upgraded 2138mm motor improved the overall performance and helped to maintain the rally TR3As strong position, in the high profile events in the rally scene, when and where regulations permitted Richardson to exceed the 2 litre class limit.

The wash -up was that Ken Richardson over time was able to clearly demonstrate and persuade management of the advantages of the increase in torque and the 86mm, 2138 c.c. motor eventually became a factory option. What is unclear from Triumph folklore did Ken Richardson's good friend ever benefit like Ken suggested that he would ?

Later, as the financial situation for Triumph improved ever so - slightly the factory at Alick Dicks direction decided to revisit Le Mans with a totally new "Sabrina " race engine and three fibreglass TR3A "look alike" roadsters in 1959, but that is another good yarn for another day ?

GRAEME WHITE

**Charles Runyan who started The Roadster Factory has passed away. Many of his cars are up for sale including a couple of Le Mans cars. Just go to the website.  
[www.the-roadster-factory.com/images/CHARLES-CARS-SALE/CHARLES-CARS.html](http://www.the-roadster-factory.com/images/CHARLES-CARS-SALE/CHARLES-CARS.html)**

## COIL POLARITY, DOES IT MATTER?

I know everyone's going to think I'm a bit weird, but each time I look under a TR bonnet, for some reason I find myself checking coil polarity. Surprisingly, a number of cars have it wrong. Probably because an alternator has been fitted, which of course necessitated changing the battery polarity. Well, the simple answer to the question is, yes. That's because spark plug polarity is really what matters. To understand this further we need to talk technical. As we may know electrons move from negative to positive and as electrons will emit much easier from a hot electrode than a cooler one, the centre electrode of the spark plug should be the negative. This of course will give a more reliable spark. Another way of putting it, 40% more coil voltage is required to fire a spark from the cooler earth electrode to the centre electrode. Some times that extra 40% is not there and you have a misfire, well your engine does.

It's so easy to check your coil has the right polarity. If your battery negative is connected to earth (engine block) then the coil negative terminal should be connected to the distributor which is earthed. Now, the coil positive terminal will be connected to ignition switch which is connected to the battery positive. If your car is positive earth then the coil positive terminal should be connected to the distributor. Some confusion can happen with the old original coils. They have SW and CB marked terminals. As these coils were originally used with positive earth, the SW (switch) terminal is negative and CB (contact breaker) is positive. Of course, these coils can be use with negative earth just be sure to connect SW terminal to the distributor.

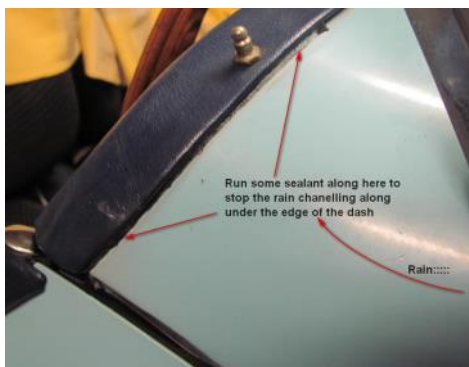
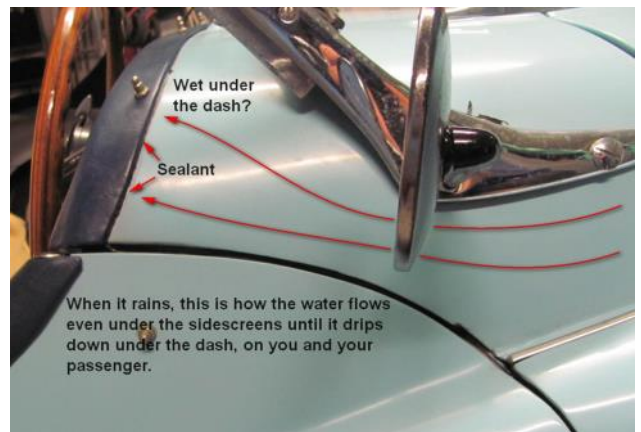
Now, to be sure to be sure, try a little experiment. Put a lead pencil in the end of the coil lead, place the end of the pencil about 10mm from the rocker cover then open and close the points, or in case of electronic ignition, crank engine over. If the coil is connected correctly you should see an orange spark coming off the pencil lead and changing to blue towards the rocker cover. If it is wrongly connected the spark will be all blue but don't be all blue just change it around.

Happy TR Travelling,  
Rob Noonan.

## GETTING WET FEET FROM UNDER THE DASH???

I have often heard musings about where the water is coming from when ones legs get wet during rain. Well some TR's leak sufficiently from everywhere that this question is redundant, but apart from the odd drip, we are normally completely dry.

When it is raining next time just have a look at how huge amounts of water are channelled along the bonnet, around the windscreen stanchions and up under the dash capping.



The rain is coming:

Just thinking..

Rob Bradford



## TO FLASH OR NOT TO FLASH?

Kindly note that I am not qualified or knowledgeable in the use of correct technical terms but in this article am simply TRYing to describe what has been done to my TR horn and turning indicators. For some time my TR has had a rack and pinion steering conversion. As you know, the consequence of the conversion is that alternative arrangements must be made for the blowing of the horn and using the turning indicators. I learnt this after the event, it was not explained to me. To solve the problem in my TR, during the conversion (not me – the car) a horn button and three-way toggle switch was attached to the dash in a manner that I did not like.

For many years I put up with this arrangement and I have had to deal with the impatience of other drivers who noticed that I regularly forgot to cancel the indicators. The shaking fists or pointing at me and mild abuse I always took as compliments about my driving confidence until realising that I had been driving for miles indicating that at some time in the future perhaps I might turn in some indicated direction. It seems that many members have solutions to this indicator problem. As I try and retain some resemblance to the TR original, I have never been able to come up with a solution which appealed to me.

My son a computer engineer and builder of electrical gadgets provided a solution for me. He has now converted the steering wheel hub to send signals to a receiver under the dashboard which activates the horn or the left or right turn indicators. No wires attached just the magic of electronics and air waves. I do not have the self-cancelling facility on the turn indicator but if I fail to cancel the turn signal, after one minute of noiseless blinking a beeper will sound which reminds me that I have an indicator going. If I am still stuck in traffic waiting to turn, I simply move the indicator to the centre and back to the turning direction for another minute of flashing (oops I mean blinking) with no noise. It works well and it all looks original unless you look at what is hidden under the dashboard

This is what he did.

When the rack and pinion conversion was made the converters cut the original wires which went down the centre of the steering column. They left about 20 mm protruding into the steering wheel hub. This was handy. (Picture 1)



The challenge was to fit a signal device in the steering hub and locate the receiving device under the dash close to the sending device.

We purchased a 4 channel UHF remote switch unit from Jaycar. The plan was to take the remote switch sender apart and use the horn and trafficator switches on the TR to replace the buttons on the remote by soldering the switch wires from the horn and trafficator in the correct place on the mother board in the remote. He did that as I have described below – I watched. The steering hub was disassembled to the point of revealing the horn contacts.

The wiring on the horn button was changed so that it no longer was an earth connection via the steering column but was changed to a simple button switch by:

- 1 Removing the machine screws and nuts which held the contacts to the hub (to eliminate earthing).
2. Pop rivet the contacts to the hub, solder wires to each contact, pass them through the bottom of the hub and solder to sending device motherboard. (Picture 2)



3. Attach motherboard to backplate of hub with zip tie and screw two battery holders to power the device. All straightforward - two batteries giving longer battery life before replacement. (See pic 3) – and it all just might fit in the steering wheel hub.

Things were going well after at least a day of doing this followed by some grinding of some lumpy bits off the casting which appeared to have no purpose inside the steering wheel. – No, we did not grind off the three vital bits which hold the steering hub in place.

Now for testing, all worked well except the horn and an indicator would not work with their own minds at the same time – if needed, or if they did while the turning indicator was sending a signal and the horn was used the two of them operated until the turning indicator was turned off – result was a lot of unnecessary blasting of the horn.

We left it for about a week. Time to rethink and come up with a solution. – He solved it I just nodded.

We needed another 4 channel UHF controller. One to operate the horn and the other to operate the turn signals. The only challenge was could these two be attached to the hub and would they all fit into the steering wheel hub.

We found that they can and will, but it is not easy. Wires redirected, more grinding and cutting and now there were two motherboards attached to and fitting inside the hub. Probably another day and a half making that miracle occur. (see pic 4)



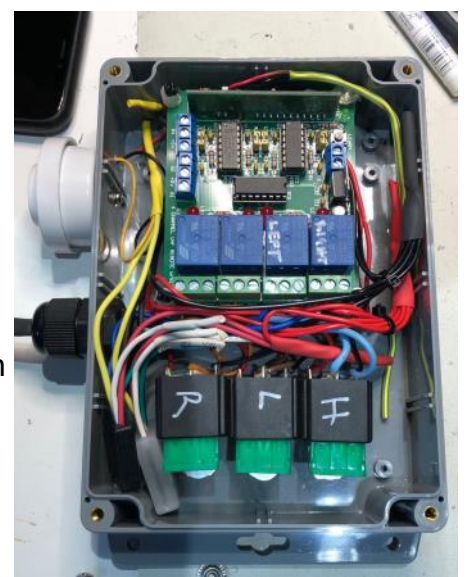
Now for under the dash. A nice box was obtained from Jaycar and the receiving motherboards were stacked and fixed at one end and three relays were wired to the motherboards and fitted inside this box. He then soldered countless wires to join everything up. Which possibly took another day of testing and checking.

At that point he said how's that Dad?

I was so happy and in conversation, blurted out that my only problem was that quite often I forget to turn off the ####! turning indicator and I didn't like a buzzer sounding which was annoying whilst sitting at traffic lights.

Another magical solution was provided – he advised, what we need is an electronic timer which starts an alarm sounding after a period of time during the operation of another electronic event.

He purchased from a supplier in USA the “Swiss Army Knife of electronic timers” which is about the size of a twenty-cent coin with wires coming out of it and can be programmed to do all sorts of things. So, this arrived after a week or so. This was attached and a beeper also soldered into the device. We spent some time learning how to programme the timer to instantly turn on a turning indicator wait for a minute then if the turning indicator was still blinking then start a beeper to let me know that the indicator was still blinking – programming a lump of plastic far beyond me I must say. (See pic 5)



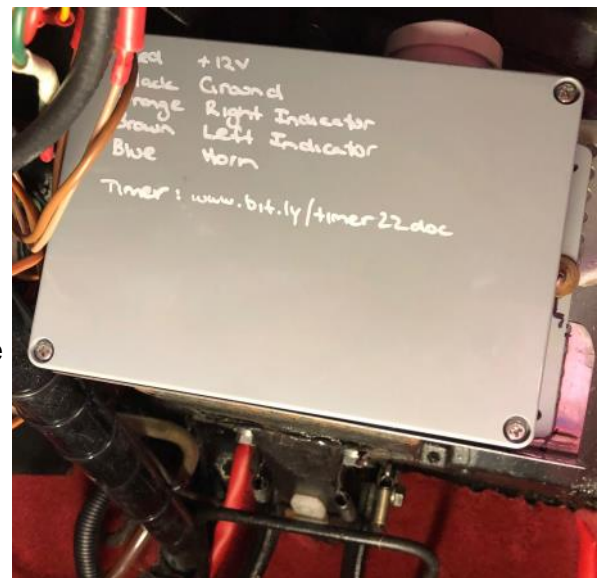
Well, he did all of this in Sydney and as I live on the South Coast, we did it when I was visiting him. It took about five days of his time and was spread over my visits to Sydney during a six-month period. I have now fitted the system to the car, and everything works brilliantly. The box of electronics is attached under the dash inside and onto the back of the clutch and brake box. (close to steering hub). (See pic 6)

I am pleased to advise that I have found that if I blow the horn that no neighbour's roller door operates, and it does not appear to affect anyone that I know with a pacemaker – time will tell I suppose

I will change the batteries in the hub when I service the car.

My son tells me that he enjoyed doing something with me and for me and I recognise and appreciate that it took about five days of his and his family time, as an untrained assistant I loved every second of it.

**Michael Jaques**



## FOR SALE

**Bumperettes** - Ken Copeland design to replace the front bumper with rear overriders. Raw steel to paint to your liking, Purchase overriders available from the club and bolt straight on. Does not include bolts or overriders. If you have a sway bar and interested please contact me as they will require modification. 5 sets available for collection from Ballarat Concours/National Meeting - \$80.00 a set of 2. Must be pre-ordered. (Example Pictures)



**TR4 differential** - fully reconditioned, Girling, Timken bearings, new seals \$1200.00

Contact: John Johnson

John\_leonie@outlook.com

Mobile: 0419 88 00 75





# SAPPHIRE COAST CHAPTER

After the TT in May it has been much quieter with only local runs for coffee and lunch.

Keith Manning travelled down to Merimbula in his concours TR2 to visit Stuart Baillie who is undertaking a ground up TR2 restoration on what could be charitably defined as not one of the best base cars to start with. Keith's experience and knowledge was keenly mined by Stuart who is producing something really special despite the poor quality of the raw material he started with. Whilst the car won't be ready for Ballarat the end is almost in sight.



Keith and Dotti Manning's TR2 with Stuart and Liz Baillie's TR2 in the workshop



Stuart and Liz Baillie's TR2 looking fabulous in the new BRG paintwork

Several Sapphire Coast Chapter members are joining the ACT group for their annual Christmas in July event which features a 3 day tour in south west NSW with the last night in Rutherglen. These events are fabulously organised and always good fun but you need to book early to secure a place on the starting grid.

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. We meet for coffee with a few local classic car enthusiasts every Wednesday morning in Tathra.

Bob Watters

**Please complete the form enclosed with this Sidescreen for your 2020 calendar.**

## VICTORIAN REPORT

### PAST EVENTS

#### **Tuesday 4<sup>th</sup> June – Dinner Meeting Wheelers Hill Hotel**

Thirteen members and nine wives braved the chilly conditions to attend another Dinner Meeting at the Wheelers Hill Hotel. After a lot of friendly chit chat and some lovely meals we broke into our customary men's and ladies tables to do some serious talking about TR stuff. All too soon it was getting late and it was time for home. Thanks to all those who made the effort to attend.

#### **Sunday 14<sup>th</sup> July – Winters Lunch at the Sonny Boy Beach Club in Mordialloc.**

Fourteen members, eleven wives and one guest braved a wet and blowy winter's day to meet at this picturesque bay side café overlooking Port Phillip Bay. It was so windy that the waves were surfable and the wind surfers were having the time of their lives. Two brave members, new member Joseph and Mike drove their TRs, but the award goes to Joseph as he didn't have sidescreens.

After a lovely lunch and a couple of hours of chit chat we departed for home.

On our way home we diverted to South Melbourne to pick up a small box of TR parts and TR books from the widow of Gary Sexton. Gary have given Janice specific instructions to "get the parts to the TR Register" prior to his death last December. The books will be added to the Michael Carr Memorial Library in Gary's memory and the parts added to those from Roger Walker held by Mike Heaton. Thanks to Janice for taking the trouble to contact me.

### **FUTURE EVENTS**

**Wednesday 24th July - Groups Coffee Runs.** I am proposing to have 3 groups, A Peninsula Group led by Rob Allan 0413078447, an Inner Suburbs group led by John Johnson 0419880075 and an Outer East group led by myself 0419367370. The idea is that those 3 groups would operate independently of each other and meet at a convenient "local" place for a coffee on a monthly or other basis decided by that group. Occasionally the three groups could all meet at the Café Coffea in Narre Warren North if that is agreed by the groups. I will send out further information on this in a separate email.

**Sunday 11th August - Coffee Run.** Meet at the Stud Park Shopping Centre Stud Road Rowville at 9am for a 9.15 start for a run through the hills to a coffee stop. Numbers by the 8<sup>th</sup> August please  
**Wednesday 28th August - Groups Coffee Runs.** Details to be provided by Group leaders.

**Tuesday 10th September - Dinner Meeting at Wheelers Hill Hotel.** Numbers to Gary by the Friday 6th September please. 0419367370 or [thewaites48@bigpond.com](mailto:thewaites48@bigpond.com)

**Sunday 15th September - Shake Down Run to Narbethong. NOTE CHANGE OF PLANS.** Meet at Chirnside Park Shopping Centre at 10am for 10.15 start to Healesville for coffee then onto Narbethong and the Black Spur Inn for lunch. Numbers to Gary by 10<sup>th</sup> September please.

**Wednesday 25th September - Groups Coffee Runs.** Details to be provided by Group leaders.

**Wednesday 16th October - Groups Coffee Runs.** Details to be provided by Group leaders or we could have a combined group meeting at Café Coffea.

**Friday 25th to Thursday 31st October - Ballarat Concours and After Tour.** Registrations are closed.

**Sunday 17th November - Peninsula Run and Lunch organised by Peter Cotter.** Further details to follow.

**Wednesday 27th November - Groups Coffee Runs.** Details to be provided by Group leaders.

**Sunday 1st December - Xmas BBQ Breakfast near the Studley Park Boat Shed.** Numbers to Gary by Thursday 28th November please.

**Tuesday 10th December - Dinner Meeting at Wheelers Hill Hotel.** Numbers to Gary by the Friday 6th December please.



**Happy TRing – Gary Waite**

# TASMANIAN REPORT

All has been rather quiet on the southern isle of late with some TRs hibernating and their pilots gone to warmer climes so little action to report on.

Was recently driving towards the Deloraine Classic Car Restoration centre at Kings Meadows when the nose started twitching and my attention was drawn to a 3A with a bare metal apron parked in the door way. As it appeared to have BRG sides I contacted Jeff Mount who confirmed it was his car having a face lift for Ballarat. As my own 3A is in need of attention to the paintwork with some of it opening up on the rear panels, being some 23 years since last painted, I was interested in the satisfactory result Jeff had obtained.

Meanwhile in downtown Launceston the National Automotive Museum of Tasmania is on the move to a new purpose built facility located near the recent Silo Hotel development at Inveresk. The move has been brought about by the existing site being acquired for part of the University of Tasmania's planned relocation from Newnham into the near city. The NAMT facility is expected to be opened in September.

The Peerless had a run to Deloraine towards the end of June for lunch with Triumph Owners members at the 50's Diner. Some members would have been there in past visits to Tasmania; most notable for its garagenalia display or should that be décor.

In the south this Sunday 21<sup>st</sup> Martin Osborn was organizing a run for Triumph Owners from the Casino up on to the old Huon Road through Ferntree and down to Huonville then on to Cygnet for lunch.

Just a bit more padding and nothing to do with Triumphs. I have on occasion, probably when talking about various car shows and the presence of new Mustangs, used the expression "selling like hot cakes". I can't remember where I heard or got that from, but the other night I was looking at a 2001 Millers Collectors Cars Yearbook and Price Guide and came across some Mustang miscellany. It related that how ( back in 1964 ) the Mustang was such an immediate hit that a Michigan baker advertised his wares with the claim " Our hotcakes are selling like Mustangs".

## **Coming Events**

Friday 20<sup>th</sup> to Sunday 22<sup>nd</sup> September 2019

### **Baskerville Historics**

Sunday 20<sup>th</sup> October 2019 10.00 am to 1.30 pm

**Predominantly from Britain to 'Bunna Car Show**  
Triabunna Village Community Centre

David Pearce  
Tasmanian Co-ordinator



Targa competitor : TR 2 Special  
Photo originally used in "The Examiner"  
Launceston



# **TR-REGISTER AUSTRALIA COMMITTEE 2018/19**

**President:** **John McCormack** (Sue) 15 Henry St Leichhardt NSW 2040  
Mob: 0413 312 134 huon\_24@bigpond.com

**Vice President:** **Rob Bradford** (Judy) 26 Lagoon Rd Fingal Head 2487 fingo2@gmail.com  
0755247906 (NOTE: QLD Number) 0432875234

**Secretary:** **John Pike** (Elizabeth) 18 Kanimbla St Medlow Bath NSW 2780  
h(02) 4788 1046

**Treasurer:** **Tony Xerri** (Lesley) anthony.p.xerri@gmail .com

**Editor:** **Terry Hicks** (Jenny) 105 Myall St Oatley NSW 2223 h(02)95807180  
editor@tr-register.com.au

**Webmaster:** **Rick Fletcher** (Joan) 81 Strathmore Crescent Kalaru NSW 2550  
02 6494 1938 rick@tr-register.com.au

**New Parts:** **Bruce Hoskins** (Vicki) 83 Mowbray Rd, Willoughby NSW 2068  
h(02) 9958 8479 brucehoskins@outlook.com

**2<sup>nd</sup> Hand Parts:** **Mal Munro** 21 Kent St Yerrinbool 2575 mob 0416 031 654  
malcs707@gmail.com

**Membership:** **Tony Knowlson** (Jenny) TR Register Australia PO Box 457  
Mount Martha 3934 VIC knowlson@optusnet.com.au Ph 0408-090353.

**Historian and NSW Historic Plates Registrar** **John Pike** (Elizabeth) 18 Kanimbla St Medlow Bath NSW 2780  
h(02) 4788 1046 historian@tr-register.com.au

**Regalia:** **Chris Olson** 123 Fleming Drive Laffing Waters NSW 2795  
mob 0403 518 220 chrisolson1951@gmail.com

**Committee:** **Bob Watters** (Cherry) 201 Turingal Head Rd Wallagoot 2550  
watters@tr-register.com.au 0408 502 350  
**Russell Holliday** (Kerrie) 17 Hume Rd Lapstone NSW 2773  
m 0413273823 tr3a@live.com  
**David Ferguson** (Jenny) djeferguson@bigpond.com

## **STATE CO-ORDINATORS**

**ACT:** **Peter Mc Ewan** (Gayle) 30 Branson St Dunlop ACT 2615 h(02)62596479  
macsdunlop@yahoo.com.au mob 0419 998 556

## **NSW:**

**QLD:** **Peter Clarke** (Sue) 94 Koolan Crs Shailer Park Qld. 0738063158  
susaclarke@gmail.com

**SA:** **David Stephens** 77 Marion St Unley SA 5061 H 08 8272 4652  
Mob 0448115468 powstep@adam.com.au

**TAS:** **David Pearce** 53 Devon Hills Road, Devon Hills. TAS 7300  
h(03) 6398 2364 dnjpearce@westnet.com.au

**VIC:** **Gary Waite** (Robyn) 20 Couties Road PO Box 114 Panton Hill Vic 3759  
Ph 03 9719 7417 Mob 0419 367 370 Email thewaites48@bigpond.com

**W.A.** **Chris Keay** P.O. Box 2192 Malaga WA 6944 H 08-93426516  
Mob 0417-955924 keaysdairysupplies@hotmail.com

**Web Site: [www.tr-register.com.au](http://www.tr-register.com.au)**

## ***LIFE MEMBERS OF THE TR REGISTER AUSTRALIA:***

*Allan Bare, Graham Brohan, Rick Fletcher, Russell Holliday, Bruce Hoskins,  
Tony Knowlson, Alan Mitchell, Mal Munro John Murn, David Pearce,  
John Pike, Gavin Rea, Brian Richards, Bob Slender, Graeme White*



Spotted two TRs in the Queensland high country looking for a warm bed for the night  
 Asking the dinosaur if he knew anywhere they would take a couple of dinosaurs like us.  
 Regards Paul Bingham



Our granddaughter was here from New York for my very special and very significant birthday. She took a liking to Papa's TR... a bit chilly down here in Bundanoon none the less she enjoyed a trip around the village. Very carefully I might add... the seat belts in the back were of the old style...NIL.  
 Greg Richards