



NEEFS SIDES

JOURNAL
OF THE
TR REGISTER
AUSTRALIA
NO. 105
OCT/NOV 2019

TR Register Australia Events



National

25th-27th October 2019 National Meeting Ballarat
28-31 October After Tour
4th – 14th March 2020 Victoria/ South Australia Chapter Run

Victoria

Wed 16th Oct - Groups Coffee Runs
Sunday 17th November - Peninsula Run and Lunch
Wed 27th Nov - Groups Coffee Runs.
Sunday 1st December - Xmas BBQ Breakfast near the Studley Park Boat Shed
Tues 10th Dec - Dinner Meeting at Wheelers Hill Hotel.
Oct 27th - Dec 7th Bryant Park MULTICLUB HILLCLIMB -
gippslandcarclub.com.au
Nov 7th - Dec 15th Bryant Park KHANACROSS gippslandcarclub.com.au

NSW

2nd Oct Wed	Pie in the Sky morning tea
6th Oct Sun	Cars and coffee St Ives Showground – 0800 till about 1100
16th Oct Wed	Common Ground Picton 10.30
3rd Nov Sun	Cars and coffee St Ives Showground
6th Nov Wed	Pie in the Sky morning tea
20th Nov Wed	Common Ground Picton 10.30

Front Cover
Friday On My Mind
The Easybeats Story
and a Triumph!!!

Tasmania

Sun 20th Oct 10.00 to 1.30 **Predominately from Britain to 'Bunna Car Show**



Rowan B

Nothing to report except that it's still on stands and gathering dust. We don't have room in the budget to get it happening!

It is very interesting from time to time to explore the various colours on the car. I don't know which one is original, if any? I think the order (top to bottom) is white, purple, cream, green, red... but I might be wrong.

A Better Scenic Way Home.

The Reefton Spur. Travel from Ballarat to the Western Ring Road to Diamond Creek, then to Yarra Glen, Lilydale. Take the road to Warburton which is the start of the Reefton Spur. A perfect surface, 60 km with 185 bends. Best week day. Heavily policed on the weekend. From Marysville go to Alexandra, Bonnie Doon etc. to Benalla and the Hume Highway to Sydney.

Dan Walsh, uncle of Pat Walsh Register member.

PRESIDENT'S MESSAGE

Hi all,
I've now been in the role 3 or so months and am getting my mind around the issues. My latest one is to ensure that our insurances are appropriate and we operate to them. There are a few issues I'd like to share with you in this our 105th Sidescreen.

Survey

The big issue of the past couple of months has been the survey of members. Gavin Rea presented the Committee with a draft survey which greatly aided the Committee; we didn't start with a blank sheet of paper.

A small team comprising myself, Bob Watters, Rob Bradford and David Ferguson came together to mould Gavin's model into a simple and easy to complete questionnaire that would aid the Committee in planning for the future. The Committee proposed further refinements to the team's efforts and the survey was ready for release to members.

The response has been outstanding, with nearly half (150) of all members submitting a response. This level of response gives the survey strong credibility. The success of the survey is a result of a team effort, but David deserves a 'Mentioned in Despatches' for his work. David expended an enormous amount of time identifying the online survey program, getting the survey to everyone, solving a range of IT obstacles and sending hard copies to many members. I withdrew from analysis of the survey and Terry Hicks joined the other three to produce a report to the Committee to develop a way ahead. The report was presented to the Committee in time for a first look at the September Committee meeting. There are a range of issues that do need addressing, most of them positive suggestions and recommendations, and the Committee has started this process.

The results of the survey are provided in this Sidescreen. The individual comments will be used by the Committee but will not be made public for the privacy of the contributors.

Club/Historic Registration

An issue that has been simmering in the background is the management of the various Club/Historic registration programs. This is obviously very important as it affects the registration legality and insurance for members using these state based systems.

An example of our issues is that in NSW, cars with any modifications (apart from some mods like seat belts and improved indicators) are not eligible for Historic plates and are to use the Modified scheme. In Victoria there is scope for common mods (e.g. Escort R&P) to have a blanket approval but then the Register must appoint a scrutineer to check the car.

The Register is assuming responsibility for various approvals and we need to ensure we properly manage the processes and liabilities. The Committee will focus on this issue for the time being for obvious reasons.

Ballarat Concours and National Rally

Only a few weeks until many of us gather in Ballarat for another fantastic weekend. Thank you and a very big well done to the Concours organising team. While the weekend and after tour follows the same pattern to previous National Rallies, there will be some changes to the Sunday morning get together. The purpose of this activity is to allow those present to meet the Committee and to ask questions of them, and vice versa. Committee members and state coordinators will no longer report (a suggestion by many in the survey). We have little time in this meeting before we move onto other weekend events and these members report in a variety of other ways throughout the year.

I intend to run the meeting in an informal manner. Members may present questions in writing in advance (if it is an issue that may require Committee consideration this is obviously preferred) and are also able to ask questions and raise ideas from the floor. Your ideas will inform the Committee of the issues of importance to those members present and allow them to be used in the Committee's work. Avoid subjects of a personal nature; such issues should be discussed in private with the people involved. The Secretary will take notes but, as it is likely to be a free flowing discussion, if members have issues of substance they want pursued the member will need to submit their issues in writing to the Secretary. This can be done after the meeting.

An objective of the Register Constitution is to protect the rights of all members. The Constitution requires that all members be afforded the opportunity to vote on any matters of substance at a General meeting. This meeting is not a General meeting in accordance with the Register Constitution, and therefore there is no scope for there to be binding votes from the floor. Allowing such would disenfranchise the 250 or so members who aren't at this meeting and not able to participate.

The Committee

Finally, I would like to publicly thank the Committee members who have been outstanding in the effort they have put into their voluntary roles. There have been some suggestions that the Committee is too big, a view I must admit I had prior to taking on this role.

Having seen the effort needed to manage the issues to be worked through from the survey, Constitution changes, financial management plan, improved communications, car registration processes, reviewing insurance cover, etc; I no longer think the Committee is too big. In the period just past the Membership Secretary, Treasurer and Vice President have been away for long periods on holidays. Committee Members health issues impede somewhat on their availability. If anything we need to involve other members and state coordinators to assist Committee members deliver the outcomes for all of us.

I do regret that Committee responses to member's submissions have sometimes been slower than is appropriate and that I would have liked. We have been doubling up on roles due to the illness of some key members at various times. We are all volunteers, please be patient and don't hesitate to remind us/me of tardiness in getting a response.

If you are in Ballarat please introduce yourself to me. I want to know all our members and their interests.

John McCormack

Email: huon_24@bigpond.com

President - TR Register Australia

Mobile: +61 413 312 134

NATIONAL MEETING PROCEDURE CHANGES

The Committee has agreed a simple explanation of the scope and conduct of the Sunday morning meeting as below:

"The purpose of the meeting held at the Concours is to allow those present to meet the Committee and to ask questions of them, and vice versa. Members may present questions in writing in advance and are able to ask questions and raise ideas from the floor.

The questions and comments will inform the Committee of the issues of importance to those members present and allow them to be applied, where appropriate, in the Committee's work and the future direction of the club.

Questions and comments are not to be personal in nature nor should any follow up discussion be about individuals. Such issues should be discussed in private with the people involved.

The Register Constitution protects all members rights and requires that all members be afforded the opportunity to vote on any matters of substance. This meeting is not a General meeting in accordance with the Constitution and there is no scope for there to be binding votes from the floor at this meeting. Allowing such would disenfranchise the 250 or so members who aren't able to participate.

The Secretary will take notes but, as it is likely to be a free flowing discussion, if members have issues of substance they want pursued the member will need to submit their issues in writing to the Secretary. This can be done after the meeting."

VICE PRESIDENT: CLUB MATTERS

Now that the new committee has settled in we can hopefully focus on a productive year ahead with a new direction and some benefits not previously seen. Without being limited by distractions.

We have had an enormous response to the survey and many thoughtful submissions made to help in the planning and management of our club which brings a breath of fresh air to this year's tasks. Many thanks to everyone who has participated.

We are after all a collective and sum of all inputs, so one could assume that the more inputs there are the better the outcome will be. Please continue the good work.

Our President has laid out a comprehensive list of objectives which helps us focus on getting things done in order of priority. This sounds easier said than done if one breaks down the tasks into the number of manhours available. 6 meetings per year with volunteers who are not always available makes for a substantial workload, because it does not happen by magic.

It may well be that not all of the objectives can be finalised in this time frame, but many hands make for light work and the first test will be implementing the growing list of tasks added to the existing list of priorities.

New challenges are always emerging, such as Concessional registrations through the club, their compliance with regulations and the potential liabilities for the club. The club insurances, with an understanding of their limitations and implication. As you can imagine, these are not trivial matters and require considerable resources which can lead to a shuffling of priorities.

Reviewing our financial needs and assets will be a most interesting and rewarding project which will also involve much thought and considerable input from members, so will not happen overnight, however this type of thinking is encouraging for our investment into the future of the club. Just like all money matters, do we need to be mindful of how wisely we use it? Do we spend the kids inheritance or invest in their future? An interesting question indeed.

Another complex task which has been on the books for some time is a review of the constitution to more accurately reflect the future needs of the club. This is not to say that any changes need to be made but to make sure we are catering for changing expectations.

As for other stuff, well, we are planning to provide a forum for members to have access to our meeting agendas and minutes. The SWOT project is not forgotten and is still playing a part. We are mindful of previous aspirations and commitments; however it is all about priorities and time.

Until next time
Club Matters (because it does)

Rob Bradford

2020 CALENDAR

Well another year another calendar. Even though the number of photos submitted were down on previous years those that did arrive were, once again, all terrific and as a result the finished product reveals cars being used all across the country. From sunny beaches to mountain snow it's all here.

Thanks to everyone who sent photos and everyone who ordered a calendar, there were just enough ordered to reach the number required for the bulk order price.

The selected photos were sent by the following members:

Paul and Rita Bingham	Rob and Judy Bradford
Keith and Judy Brown	Glen Coutinho and Sue Tahir
John and Leonie Johnson	Peter and Gayle McEwan
Alan and Cheryl Mitchell	Bill and Danute Revill
Mark and Linda Stuckey	Ian and Susie Wall

Once again thanks for supporting the calendar project.
Bob Watters



MEMBERSHIP REPORT

Hi Folks,

Just back from 5 weeks in UK and New York, great time but only one sidescreen TR spotted and that was a Dutch registered TR in Cotswolds.

Thanks to David Ferguson for processing payments and clearing the mailbox whilst I was away, great to have other members to step in and help.

The renewals with direct payment means that details such as change of phone numbers or emails are not recorded, please let me know if these change.

Please send all renewals and queries to

TR Register Australia
PO Box 457
MOUNT MARTHA
VIC 3934

Four new members since my last report, as follows :-

NSW – David Cathers from Hampton with ex- Ted Davies TR3 A

NSW – Phil Turner from Jindabyne with ex Otto Feenstra TR3A

SA – Bob Jennings from Goolwa with TR3A

QLD – Paul Badger from Macleay ex John Johnson TR2

See you all at Ballarat shortly.

Tony

Email :- knowlson@optusnet.com.au

EDITOR'S REPORT

Thanks for getting the articles in. We have a lot of admin and a bit of general interest.
I welcome "The Stig" to the team.

Regards, Terry (& Jenny).

Enough, here's a bit of trivia.

TR 1955.

In 1955 Triumph sold 4463 TR's worldwide. Of those about 3500 were sold in the USA in a price range of \$2448 - \$2698. Chevrolet mainstream sold 1,704,693 in a price range \$1685 - \$2472. At the top of that range would be the two door convertible with V8 and powerglide auto, cheaper than a TR. I know what I would rather have. At the same time there was the Chevrolet Corvette, now with a V8 and auto or 3 speed manual of which they sold 700 at \$2774 so in the sportscar world Triumph outsold Corvette five to one. Americans just hadn't warmed to a Chevrolet with a plastic body but by 1956 they started to. They bought 3467 and the rest is history.

Terry

CONCOURS JUDGES NEEDED.

We need judges for the Concours in Ballarat. 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 or 0438413140.

Thanks,

Peter Standen, Chief Judge.

BALLARAT CONCOURS UPDATE

We thank the RACV for their significant support for our 2019 Ballarat Concours

RACVs' continued support to TR Register over the last 13 years has contributed in a significant way to our Concours & National Meetings



We have 78 registrations, 146 people for both the Welcome Reception and the Presentation Dinner with 70+ Sidescreens registered for the Concours. With the canvassing of local and Victorian members to attend we are confident of having more than 80 Sidescreens in attendance.

Please remember to bring your lanyard holder if you have one. New attendees will receive a complimentary lanyard in their Welcome pack however if you have never received one just let us know or if you have lost yours, forgotten or been lazy it will set you back a gold coin donation for a replacement one.

Also, bring your smiles, great weather and your TR. If you are attending the Sovereign Hill Dinner and AURA show please bring a coat as parts of it are outside under cover and it could be cool.

The theme for the Presentation Dinner is "A Night At The Opera". Ball gowns, tiaras and tuxedos are acceptable. I hear Phantom or is it Pavarotti maybe coming!

If you are attending and want to help share your experiences with those who are not, please bring your camera &/or GoPro and we will be happy to help you share your TR with the world.

For those of you that are unable to attend the Ballarat Concours in person we have developed a series of social media sites that will keep you up to date with the daily events. Please enjoy.

Facebook - TR Register Ballarat Concours Display & National Meet

@TRRegisterBallaratConcours

Instagram - TR Register Ballarat Concours @victoriatrregister

Pinterest - (search for:-) TR Register 2019 Ballarat Concours Car Display & National Meet

Flickr - (for photos of the event search for:-) victoriatrregister or follow this link [https://](https://www.flickr.com/photos/184314417@N04/albums/72157710734429083)

www.flickr.com/photos/184314417@N04/albums/72157710734429083

YouTube - TR Register Aust Ballarat Concours 2019

Keep eye out for these on Google searches, the # enables you to search most media platforms (eg. Search TR2 or trregistraustralia etc.)

#trregistraustralia, #trconcours19, #sidescreencardisplay19, #trcarsballarat19, #trregistraust, #joyrides, #sidescreencardisplay19, #victoriatrregister, #sidescreentr, #trcars, #britishtr, #trcars, #trreg, #trbritishcars, #triumph, #trregister, #standardtriumph, #triumphcars, #TR, #tr2, #tr3, #tr3a, #tr3b, #ballarat, #ballaratlife, #ballaratbuzz, #Ballaratnews

Safe TRavels and Happy TRing

Gary Waite – Ballarat Concours Director - 0419367370



CONCESSIONAL REGISTRATION REQUIREMENTS FOR HISTORIC CARS IMPORTANT FOR ALL MEMBERS WITH HISTORIC PLATED CARS

The TR Register for many years has provided a way for its members to access various state Concessional Registration Schemes to provide low cost Historic Registration. These schemes greatly reduced costs to our members because car usage was restricted in a number of ways, either for club events, servicing cars and log book recording for a set number of days.

The Register is an approved car club in all states required for sign off to show that a member belongs to a motoring club. It has always been the responsibility for members to meet their respective state regulations as well as to ensure that the roadworthy certification of their car meets state requirements. The Register is not in a position to take on responsibility for these latter two requirements.

In recent times all Australian states have changed requirements for Concessional Registration particularly to account for vehicles modified from original designs, conversions from left to right hand drive and purpose or individually built cars like hot rods etc. These new categories for modified concessional vehicles has meant that if cars are modified from original, particularly for safety aspects, cars do not satisfy the Historic Concessional Plate scheme but must be registered on a Modified Concessional Plate scheme. Register members currently on Historic Plates who have modifications as set out in the relative State regulations (see references below) must change to the Modified schemes or return to normal registration also complying with respective regulations.

It is incumbent on any member to ensure their vehicle complies with the regulations for any form of registration and they should determine if their cars are modified. The club cannot be responsible to determine extent of modifications. However, a member may discuss with knowledgeable members to assist in this determination or technical experts can, if they are supplied with correct technical specifications, determine any variance. Many mechanics don't know what is original and they could only know if original specs are supplied.

The Register cannot be in a position to accept any responsibility and liability for signing off cars which do not comply with the respective state regulations. It is incumbent on members applying for any Concessional registration through the Register, to show their vehicle meets the appropriate requirements, ie an original (unmodified) or modified car.

If modifications are on the vehicle which are contrary regulations, then engineering certification will be required for both Modified Concessional Registration or ordinary registration. This currently costs about \$700-\$1000. This certification is then submitted along with the vehicle for a full roadworthy check which is then submitted appropriately as set out by each state. Some examples currently requiring engineer's certification are: changing a steering box to rack and pinion steering; Installation of non-original seats (including seat mountings); Installation of non-original brakes.

The following are the regulations in each state which apply to members wanting to apply for Concessional Registration for both original (unmodified) cars and Modified Cars:

ACT

Application for Concessional Registration of a Motor Vehicle Form 90024)
Concessional Registration Guidelines – Canberra Antique & Classic Motor Club
National Code of Practice for Light Vehicle Construction and Modification (NCOP) Vehicle Standards Bulletin 14 (VSB 14)

https://www.accesscanberra.act.gov.au/app/answers/detail/a_id/2931

Queensland

Concessional Registration Information: Special Interest Vehicles(including eligibility):

<https://www.qld.gov.au/transport/registration/fees/concession/special-interest>

Registration Concession Application - <https://www.support.transport.qld.gov.au/qt/formsdat.nsf/forms/QF3937/>

New South Wales

Historic (unmodified) Vehicle Information, Declaration Form and Eligibility:

<https://www.rms.nsw.gov.au/roads/registration/get-nsw-registration/historic-vehicles/index.html>

“Historic vehicles must be as close to original condition as possible, with no alterations except for safety features such as seatbelts and turn indicators, or period accessories and options, if desired”

Classic (modified) Vehicle Scheme(CVS) Application Guidelines (3):

[https://www.confederationofmotorclubs.com.au/images/documents/Classic_Vehicle_Scheme%20\(CVS\)_Application_Guidelines_Feb-19.pdf](https://www.confederationofmotorclubs.com.au/images/documents/Classic_Vehicle_Scheme%20(CVS)_Application_Guidelines_Feb-19.pdf)

Vehicle Standards Information (VSI) no.6 Light Vehicle Modifications:

<https://www.rms.nsw.gov.au/.../standards/vsi-06-light-vehicle-modifications>.

South Australia

www.sa.gov.au

Search for Club Registration

The scheme is explained fully in MR334 Scheme Booklet

Tasmania

www.transport.tas.gov.au

Special Interest Vehicle Handbook MR161. Our cars will primarily be in Class A.

Modifications must be compliant with Vehicle Standard Bulletin 14 which is a Federal standard.

Victoria

www.vicroads.com.au

Vehicle Standards Bulletin 33 and 8 (VSI33 and VSI8) explain what is required for Historic registration and also modifications allowed/disallowed. Modified plates are available as well.

Western Australia

www.transport.wa.gov.au

Licensing, Concessions. Then from the drop down menu select Veteran, vintage, post vintage or invitational vehicle concessions.

Limited modifications are allowed (Check the FAQ's) Explained in the Code 404 Handbook

Please Note: this information is for your reference and the Register bears no responsibility for members checking eligibility of their cars.

TR Register Committee

MEMBER SURVEY 2019 - RESULTS

151 responses

THE REVIEW

Following from a suggestion by Gavin Rea a review of the TR Register was implemented. David Ferguson suggested the online format and was assisted greatly by Rob Bradford , Bob Watters and Terry Hicks.

About half the membership participated. As you can see in the graphs the responses are generally very positive. There was also the opportunity to make individual comments. There were 506 individual comments. These are being reviewed and have either already been acted upon or are being considered. More on this as it happens.

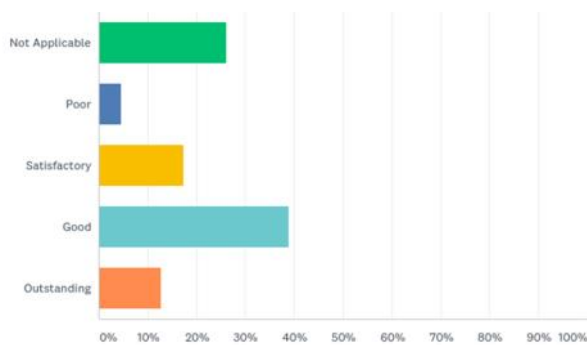
We will mention a couple. There is a great deal of interest in the recording and display of the used parts. Mal has indicated that he welcomes anyone who can come down with a digital camera to help at any time. In the meantime he has an excellent grasp of what is there and will happily receive phone calls. We can tell you that there are a large number of body panels and body bits. There are lots of little fittings that don't appear on Moss listings; bins of instruments and handbrakes for example. Anyway just call Mal if you need help or can offer to.

Secondly a suggestion was made that a welcome pack be given out to new members. The content of that is being considered but in the first instance if a member sells a car and forwards us the name and address of the purchaser the Register will send out a welcome letter including a membership application form and the offer of free membership for the first year.

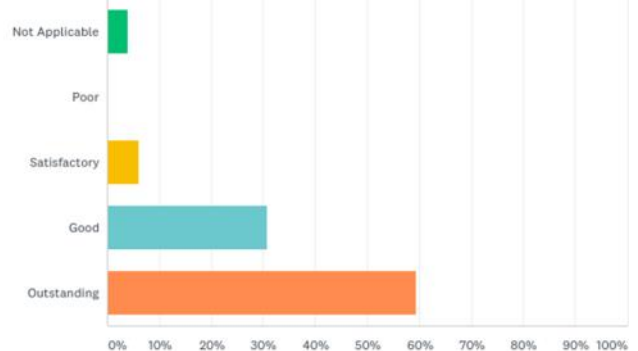
We are sure that much more will flow from the review in due course.

The TR Register Review Committee.

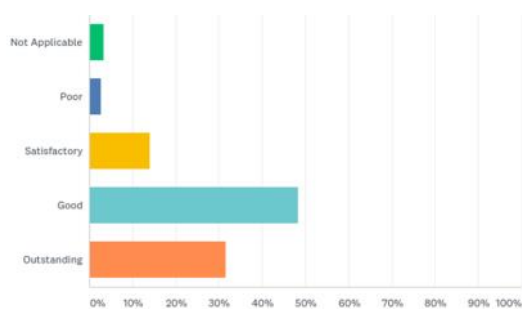
Q1: How do you rate Social Events?



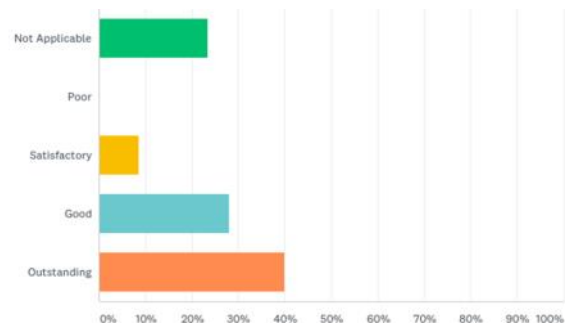
Q2: How do you rate having access to spare parts?



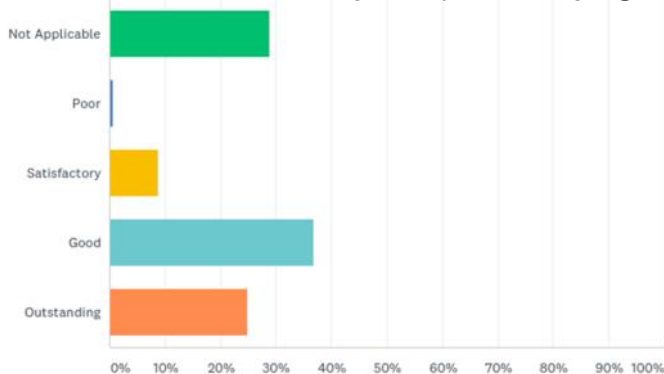
Q3: How do you rate access to Technical help?



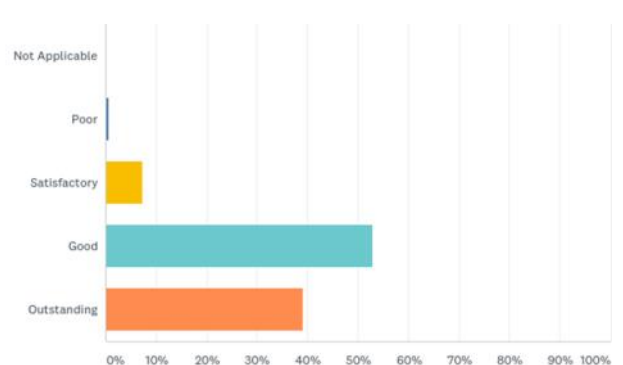
Q4: How do you rate access to lower priced registration via Club Plates (or similar program as it varies by state)?



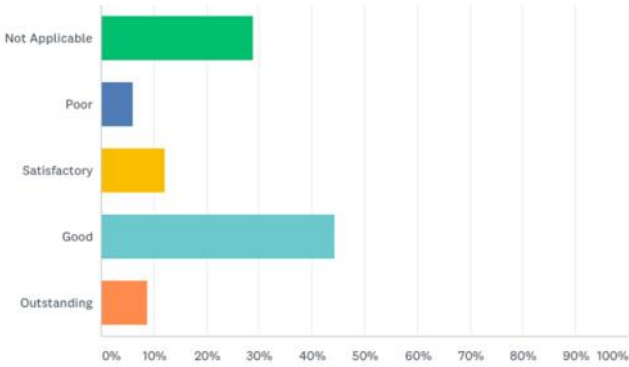
Q5: How do you rate access to lower priced insurance for members with vehicles on Club plates (or similar program)?



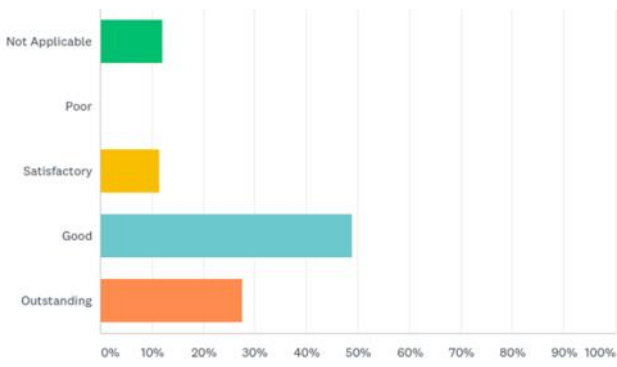
Q6: How do you rate being part of a national network of similar cars?



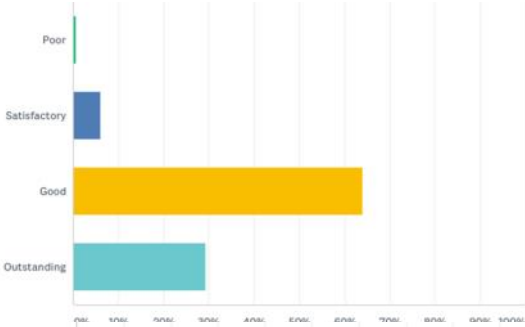
Q7: How do you rate regular runs/meetings?



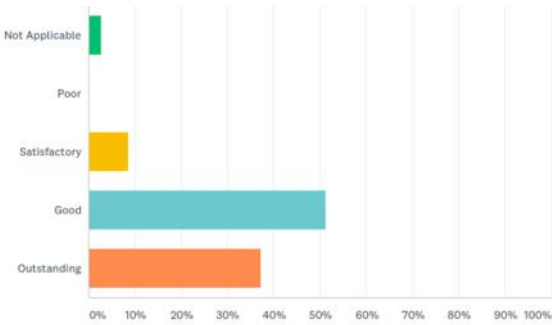
Q8: How do you rate having a National Concours event?



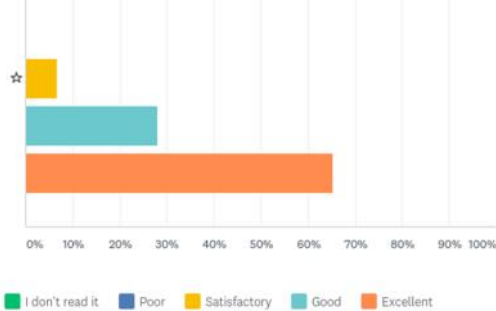
Q9: How do you rate "belonging to a club?"



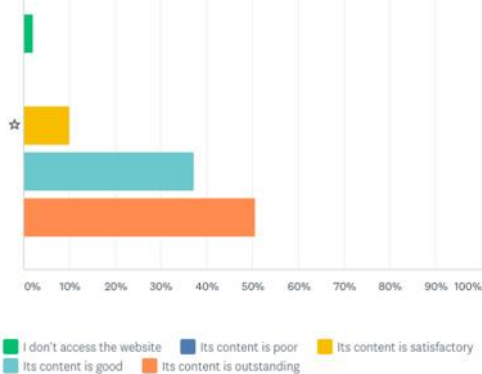
Q10: How do you rate "friendship with like-minded enthusiasts?"



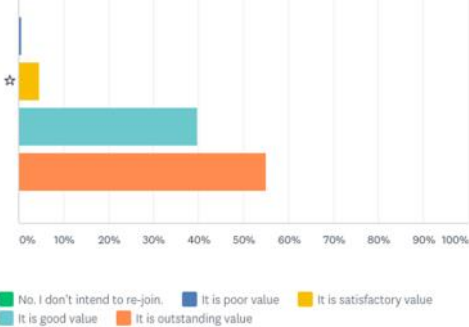
Q11: How do you rate access to Sidescreen Magazine?



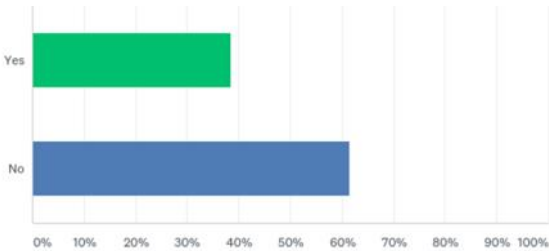
Q12: How do you rate having access to the website and all it contains?



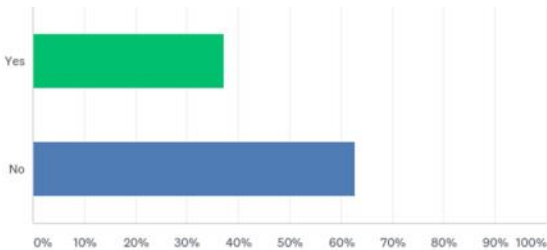
Q13: Is your TR Register membership good value for money?



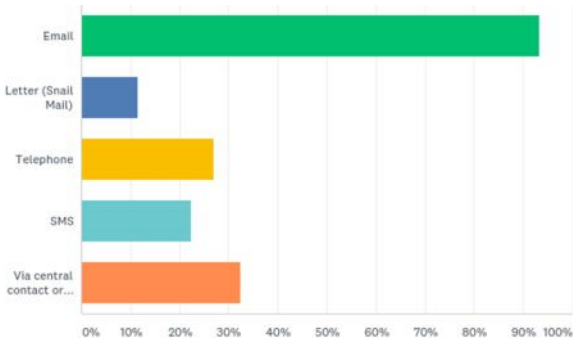
Q15: The next section relates to Social Media. Do you use social media such as Facebook, Instagram, etc?



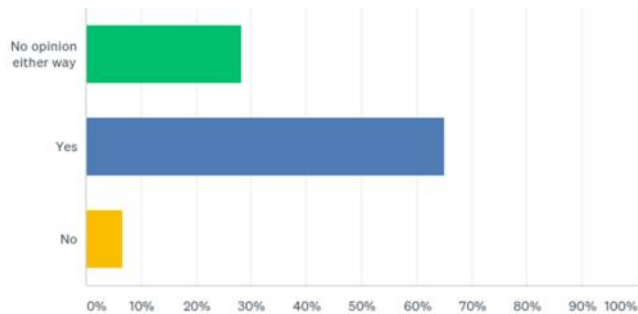
Q16: Would you like the club to provide a social media platform in addition to our website?



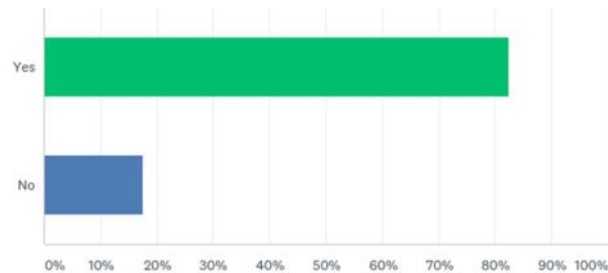
Q17: If you want to have a say, what are your preferred methods? Tick all that are appropriate.



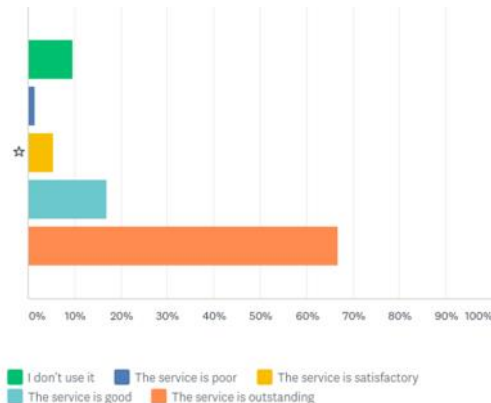
Q18: The next section refers to management of the club. Do you think the management and direction of the club is appropriate for your needs?



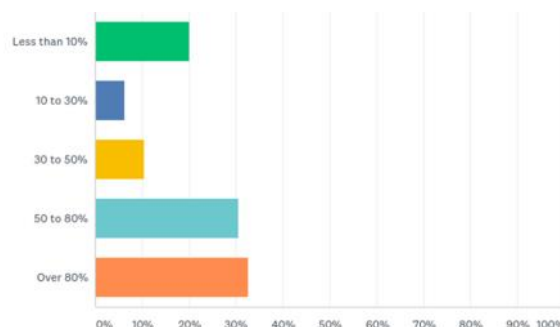
Q20: Should the TR Register seek to have more affiliations with the UK, NZ or other TR Registers?



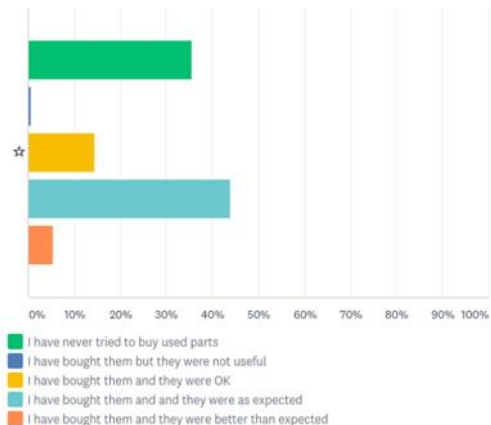
Q21: The next section relates to parts supply. How do you rate the new parts supply service of the TR Register?



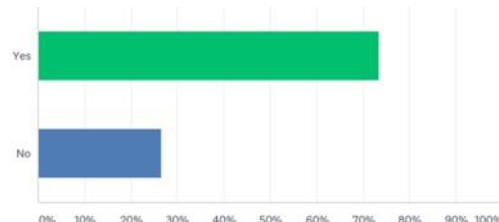
Q22: What proportion of new TR parts do you buy through the TR Register?



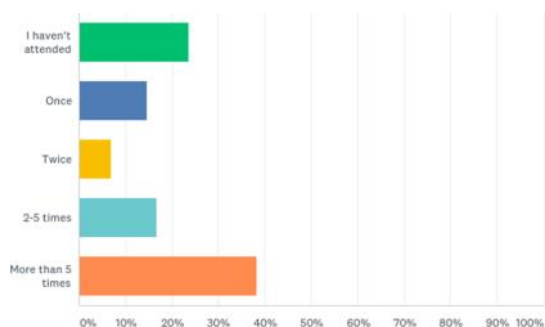
Q23: Thinking about our used parts stock, how do you rate their usefulness to you?



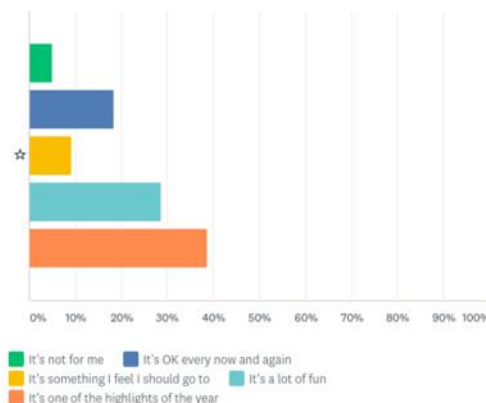
Q25: The next section relates to the annual Concours. Have you attended a national Concours in the past?



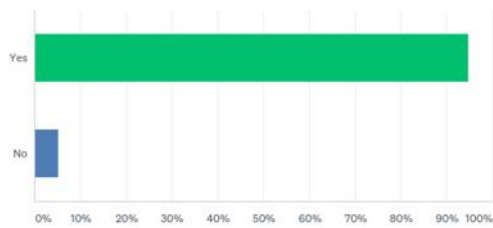
Q26: If you have attended, how many times have you attended?



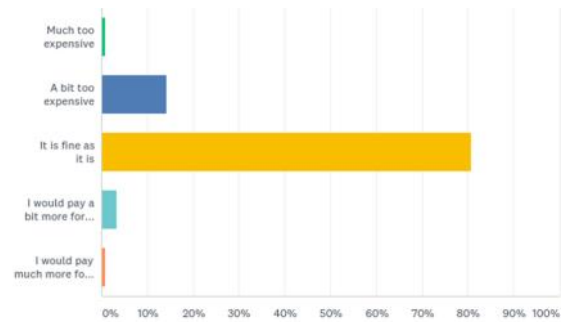
Q27: If you have attended the Concours, how do you rate it as an overall event?



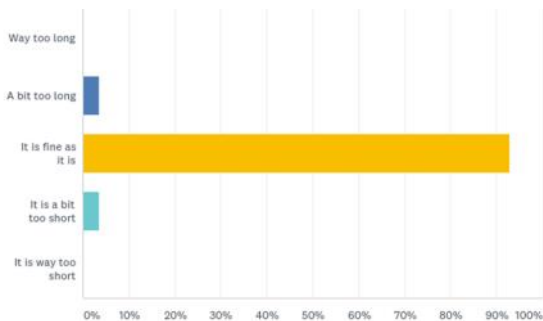
Q28: Is the national event including the Concours, accommodation, meals and after tour good value for money?



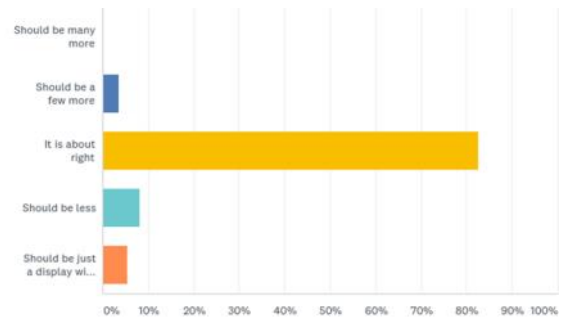
Q29: What are your views on the cost of the event?



Q30: If you attend the Concours, are you happy with the length of the event?



Q31: Are you happy with the judging categories?



WORKS TR2 IT-3714 RESTORATION COMPLETED...

Hi folks,

Pictured here is owner & restorer Jackie Cochrane together with Keith Collie the regular navigator in 1955/6 in this famous Irish Works TR2 IT-3714 TS6697DL TS6752E.

Yesterday Keith enjoyed his first drive in 63 years in 'his old seat' in his old TR2 which he navigated for driver Raymond Laird in national & international competitions. Note; Jackie retained 90% originality during IT's meticulous 18 month restoration.

Happy TR-ing,
PaTRick MacMahon,
Secretary,
TR Register Ireland.

www.facebook.com/TRSPORTSCARS
Image courtesy of TR Register Ireland.

(Sue and I visited Jackie Cochrane last year and he welcomed some pointers I could give him on short door TR2s for his restoration. The car then was just out of the barn. John McCormack)



A QUICK LOOK AT CLUB RESOURCES

As indicated elsewhere in the magazine there were over 500 individual responses to the questions that sought feedback from members in the recent survey. A fantastic level of interest that will take some time to sort through and, inevitably, there will be many that won't be answered to everyone's satisfaction. Improving the quality of new spare parts is such an example.

However there were many examples where the solution is already there if you know where to look.

Members seeking information about their car's history can contact the Club Historian (contact details on the website and in Sidescreen) who has an extensive archive of information at his disposal although, it must be noted, that what is available is limited to what previous owners have provided. The Historian can also arrange to provide a birth certificate for a car based on original factory records. These are available from England for a small fee and detail the car's original specification including the date it was built. It is not possible to research previous owners of cars through relevant state transport departments.

The website holds the answer to many questions if you know where to look.

The Links button provides (as the name suggests) links to both domestic and international Triumph clubs but also parts supplier websites.

The Suppliers button provides an indexed listing of companies providing parts and/or services suitable for Triumph cars. A listing here is not a recommendation from the TR Register Australia it has been compiled from members feedback and can only be updated by the Web Manager when information is sent to him.

The Technical button provides numerous articles from members detailing modifications and repairs that have been carried out on their cars. Everything from reconditioning shock absorbers to fixing bonnet rattles and many others.

Please note the disclaimer on this page as the club cannot be responsible for any modifications or maintenance work that is undertaken.

The Forum is the gateway to the King Solomon's Mine of information for Sidescreen cars, there are experienced owners out there just waiting for questions about how to do "stuff". Once again the club is not responsible for any work undertaken on any car.

Other information on the website includes contact details for all committee members and state coordinators, a gallery of members cars (once again only compiled from details sent by members), archives of previous events, for sale and wanted pages, historical information about early competition cars and, the biggest surprise of all, the club library.

There were many responses to the survey seeking information or suggesting projects that exist already, take a few minutes to browse the website it is, without doubt, one of the jewels in the TR Register's crown and could hold the answer you have been seeking.

Bob Watters

HAPPY BIRTHDAY MAL !!



REFLECTIONS (CONFESSIONS?) OF AN AGING PETROL HEAD

I am of the firm opinion that modern cars are better than ever, more reliable than ever. But they are as boring as shit. All the fun has gone out of them.

My first car was a 1939 Morris 8/40 tourer. Top speed of about 55 MPH, but I found that with hood down, windscreen folded, I could get 65 mph by going flat out down this big hill at Mona Vale, and throwing it into Angels gear. It was exhilarating.

A friend's Standard 8 tourer had a wooden frame which he set alight accidentally by dropping a cigarette down the door. The door was on fire, fanned by the wind as we negotiated the old road to Gosford. Bit scary, not boring.

Speaking of wooden frames, another friend in a Riley 2.5 tourer was throwing it round a bend when the wooden side collapsed pinning his accelerator foot to the floor, (where it always was anyway) while he tried to stop the darn thing. Definitely not boring.

Another time, in a friend's low lite Morris minor convertible. Hood down, 2 blokes in the back seat doing head stands while driving up Pitt street at peak hour. Four legs sticking up in the air. A policeman riding a Triumph 500 motorbike pulled alongside, shook his head, and said: " Driver, please keep your passengers under control" and sped off. A bit frightening.

There was a trotting track of sorts behind Rookwood Cemetery, and after midnight we would descend on it. The best time was a hot Morris Marshall, blew all the early Holdens away. The cops would sometimes arrive and chase us away just to clear us out. Talk about waking the dead.

Chicken. This took various forms. One was when 3 cars lined up on the waterline of Narrabeen Lake. Engage 1st gear and drive slowly until you chickened out. I never won that one. But I never had to be towed out either. Another form was, driving back from the snow country at 3am in the morning with 2 other mates cars (no traffic in those days) at about 60 mph and you switched your lights off. Again I was one of the first to switch them on again.

The 100E Prefect. All night drives to Mungindi on the Qld border for the mud trials (they do still exist.) Modern cars could not do the circuit anyway.

Playing cards all night, and leaving about 9.30 at night to get back to Sydney for work at 8 O'clock next morning. Never ever took a sick day ever. Spent all the next week replacing diffs, gearboxes, Macpherson struts etc. The Prefect had a voracious appetite for them all.

Then was the time (About 1960) 4 of us mates took off one Xmas to Broken hill, Adelaide, Melbourne and up the coast to Sydney. Mostly dirt roads then. Had Xmas dinner at the Palace Hotel at Broken hill, but could not afford to stay the night, so we waited till dark and scaled a tow rope up onto the balcony with our sleeping bags and esky, and slept there. Up at the crack of dawn and got out of there. Never a dull moment.

I don't count the Holdens and Japanese vehicles as these were just transport anyway, and not to be thought of as proper vehicles.

While on a meagre apprentice wage, and trying to get the most laughs out of life, 8 of us threw in 2 quid each and bought this magnificent 1938 Plymouth. Not just the 6 cylinder but a straight 8. Imposing, majestic, impressive. Another 5 bob each to replace the head gasket, and away we went. There was an almost deserted road, Harp St, which ran along the outside of the old Vanguard factory, and someone had dumped an old fridge casing on the side of the road, We all had turns at hitting it as fast as we could. The spring steel bumper bars hit like a tennis racquet. I think the best hit of the night was 48 feet. We had 12 people in it one Saturday night. Don't know how that would go over today with seat belts. I don't remember what happened to it but I think I never got my 2 Quid back.

In the old days when the council dug up the road, they would put these kerosene lanterns with red

glass on the barricades at night . Well, one mate had a Ford Anglia, so some of us “borrowed “ 4 of these lanterns and while he was having a bit of a cuddle with his girlfriend on the front porch, we hung the 4 lanterns on his rear bumper bar. We hid down the street and when he got into his car all starry eyed we followed him , watching these lanterns swaying all the way. Nearly peed ourselves laughing, Definitely not boring.

Water skiing at Grithith NSW, behind a Volkswagen down one of the irrigation channels, At 45mph, which is quick on water in a narrow channel, illegal of course but great fun. The Volkswagen jumping up and down on the top of the bank, not boring.

There were other stories, but as some may construe them as , well, maybe a little naughty, I must keep them to myself,

I regret that this epistle must remain anonymous, but I would be very embarrassed if people knew I once owned a 100E Prefect. The editor is threatened with pain of death should he reveal my identity.

GETTING IT RIGHT THE FIRST TIME

We were out at Jimbour via Dalby with the Queensland mob for the Opera and on the way back our good friends Lewis and Carol Gray suggested, Gail and I swap cars to drive their new Bullet Mustang which was most enjoyable, unfortunately his comment after stopping was my clutch was slipping.

I'd replaced the clutch pressure plate, thrust bearing prior to the Tassie Concours but thought I'd save time and a few dollars by not replacing the gear box drive shaft seal.

With Ballarat rapidly approaching, in late August I removed the box to find the clutch and bell housing was coated in oil so off with the front end cover and flywheel with an order being placed with the Register. In 2 days I had a new clutch, pressure plate, seal and trust race all suitable for a Land Rover. (This service is world's best practice)

After replacing all the faulty parts I drew on my memory of just how I replaced the box back to where it came from a task that seemed easy a few years ago. **I must be getting old.** I spent half an hour every few days as I was extremely busy with work and family and just couldn't get the clutch shaft over the floor pan. Finally after thinking around, over and under the problem after a cupper with all the angles, chocks, jacks and wedges the shaft rolled over the lip of the floor pan, with more lining up, all angles and the planets, stars lined up with 4 long set screws I was able to wind it in. What a beautiful moment when you can feel the main shaft spline slipping into the clutch spline.



During the process I'd reconditioned the starter motor and on refitting, I was running out of strength lifting the back of the starter motor to line up the flanges and bolt home, the old rope trick came in handy.

As I write this article, I'm looking forward to the test drive making sure all is good before bolting the cover, etc back in place.

The moral of the story is don't cut corners, take time and think about what your doing, accept help from a TR friend and never give up. I've just been thinking of just how privileged we all are having access to all those wonderful new and second hand spares at our figure tips and just what a wonderful organisation the TR-Register is. We are so privileged. See you in Ballarat.

Warren Evans

TR TALES TS 1 LO OWNERSHIP REQUIRES CLARIFICATION.

Nearly every sidescreen TR enthusiast interested in TR history would recognize the name Joe Richards ? In a recent article in Newsletter 103, this writer made reference to Joe Richards as being the current custodian of TS 1 LO which was the first left hand drive Triumph TR2 to roll out of Standard-Triumph, way back in July, 1953. Well Joe, as I discovered only recently, is no longer the proud owner, in fact the TR2 has been sold twice since Joe owned it ?

As members would know, being the first, this left-hand drive TR2 was exported to Canada for the 1953 Toronto Motor Show. Whilst the owners following the Motor Show and associated promotional duties are not known to the writer, this particular Triumph TR 2 was eventually purchased by Joe Richards from the U.S.A . and he became the long term custodian of this very important and historical TR 2 . Following purchase, Joe was quick to fully restore TS 1 because of years of neglect and it being in such fragile condition. He later wrote a small VTR website booklet on the restoration, drawing attention to many of the parts he found differed from the very first to the later production line TR 2s. (History shows Joe was one of the inaugural members of the Vintage Triumph Register in the U.S. A. circa 1973 -74. I should also point out that Joe has his blue TR3A, featuring in our website's Powder Blue Club)?

In July, 2004 Joe Richards and TS 1 LO along with TS 2, the first right-hand drive TR 2, were the centrepiece for a historic coming together and memorable photo shoot at the Coventry Museum of Transport.



There is an old adage "better late than

never" which is probably very appropriate in this particular case, as TS 1 LO is now owned by Dr Phillip Hoopes, having been in his possession since 2011, and during this time the Doctor has had this hugely significant TR 2 professionally restored . The painstaking and meticulous restoration took close to two years to complete. In addition, just for the record, Doctor Hoopes is reported to own two other sidescreen Triumphs, a blue 1959 TR3A plus a red 1962 TR3A in near perfect condition.

In respect to Commission No. TS 2 (the ex 1953 Dublin Motor Show TR2) in 1997 Keith Read the TR 2s then owner gifted TS 2 to the TR Register in the U.K., on the understanding that this equally significant TR 2 be rebuilt and kept in perpetuity. While it required a full restoration thanks to the combined effort by "Friends of TS 2" the restored roadster was unveiled by the TR Register in the U.K. in 2001.

Even with the inevitable changes in ownership, the incredible TR story continues because of the world-wide passion generated by Sir John Black's affordable and trusty sidescreen Triumph TR roadster.

GRAEME WHITE



TR REGISTER AUST - VIC/SA CHAPTER JOINT RUN

All States Welcome 10 Nights / 11 Days (Self Bookings)

Approx. 2510 Km

Contact:
John Johnson
M: 0419 88 00 75
Leonie
Johnson
M: 0413 388 787

Wednesday, 4 March 2020 10.00am Melbourne Visit Silo Art along the way
4.30pm Lascelles, Victoria 396 Lascelles Minapre Hotel \$80.00 \$ 40-50.00 meal
18 Wychunga St, Lascelles VIC 3487•(03) 5081 6242 * Pub Dinner Available

Thursday, 5 March 2020 8.30am Lascelles, Victoria
3.00pm Burra, SA 497 Paxton Square Cottages \$135.00 Pnight 1 Kingston St, Burra SA 5417•0488 513 101
(Anne) Group welcome dinning TBA

Friday, 6 March 2020 Explore area Burra, Heritage Trail * Regional Art Gallery *Railway Station * Copper Mine * Redruth Gaol SA Paxton Square Cottages \$135.00 Pnight
Free Time 1 Kingston St, Burra SA 5417•0488 513 101 (Anne) Freedom of Choice Dining

Saturday, 7 March 2020 9am Burra, SA
1pm Wilpena Pound, Flinders Ranges, SA 293
Wilpena Pound Resort 398.65 \$
Wilpena Rd, Via Hawker SA 5434
* Call (BEN) 1800 805 802 between 08:00 – 16:00
AEST Or email, reservations@wilpenapound.com.au
Dinner (recommended) \$76.50

Wilpena Pound Resort Package (couple) includes
Dinner (recommended)
3 nights in standard or deluxe room (prices differ)
Daily full buffet breakfast
20 minute scenic flight over Wilpena Pound and majestic Ikara Flinders Ranges
Half day 4wd drive tour of colourful gorges of Ikara Flinders Ranges
Evening sunset tour with canapes and drinks watch the sun set over the ranges
Accommodation and dinners \$1425.45
Accommodation only \$1195.95
Accommodation single share \$820.16
Single accomm and dinners \$934.91

Sunday, 8 March 2020 Explore area Wilpena Pound, Flinders Ranges, SA Accommodation 398.65 Dinner (recommended) \$76.50 Includes:
Free Time/Tours * 3 nights in a standard or deluxe room (prices differ) Daily full buffet breakfast

Monday, 9 March 2020 Explore area Wilpena Pound, Flinders Ranges, SA * 20 minute Scenic Flight over Wilpena Pound and the majestic Ikara Flinders Ranges Free Time/Tours * Half Day 4WD tour of the colourful landscape that is the Gorges of the Ikara Flinders Ranges Evening Sunset Tour with canapes & drinks - watch the sun slowly set over the ranges. Accommodation \$398.65 Dinner (recommended) \$76.50
Accom & Dinners Dinner \$38.25 PP each night
Accommodation Single Share- 3 nights \$820.16) = \$934.91 Single Accom & Dinners \$1,425.45

Tuesday, 10 March 2020 8.30am Wilpena Pound, Flinders Ranges, SA
11.30am Peterborough, SA (204km) Morning Tea - Theatre Café (Buy Lunch to eat along the way) 4pm Broken Hill, NSW 486 Hilltop Motel 100.00 \$ Broken Hill NSW 2880•(08) 8088 2999 (info@hilltopmotelbhill.com.au)
Andrea * Dining Booked - Restaurant (Onsite)

Wednesday, 11 March 2020 Explore area Broken Hill, NSW Hilltop Motel \$100.00
Free Time Broken Hill NSW 2880•(08) 8088 2999
TR2 Owners' Private Car Collection Private Car Collection (Inc. TR2 Project) Sculptures / Silverton / Prohart / Galleries / Museum * Freedom of Choice Dining / Option of onsite dinning

Thursday, 12 March 2020 Explore area Broken Hill, NSW Hilltop Motel \$100.00
Free Time Broken Hill NSW 2880•(08) 8088 2999
Sculptures / Silverton / Prohart / Galleries / Museum 12-2pm Lunch Free Miners Memorial included Broken Earth Café - Federation Way, Broken Hill NSW 2880
Freedom of Choice Dining

Friday, 13 March 2020 8.30am Broken Hill, NSW
1.30pm Mildura, Vic 296 Comfort Inn Deakin Palms \$125.00
413 Deakin Ave, Mildura Vic 3500•(03) 5023 0218 - info@deakinpalms.com.au Lyndsay * Farewell Dinner - Botanica Restaurant (Onsite)

Saturday, 14 March 2020 8.30am Mildura, Vic **OR BREAK THIS UP OVER 2 DAYS**
(AT APPROX. 270KM PER DAY) AND ARRIVE HOME SUNDAY 3.30pm Home 542
10 Nights / 11 Days 2510 Km 2,200.45 \$

SAPPHIRE COAST CHAPTER

The adventures continue with four Sapphire Coast Chapter couples joining the ACT Chapter for their annual Christmas in July run.

Once again this was a brilliantly planned and interesting 3 night excursion to the Riverina district of NSW, from fire museums to fine dining this run had it all. The Secret Santa procedure hosted by Peter McEwan differs from the norm in that participants are able to challenge gifts claimed by others. It's a fascinating study in human behaviour to watch the scheming from otherwise normal people to claim \$20 gifts that have already been selected. It sounds childish and boring to read about but in reality it's a lot of fun. Thanks to the organising team for running such a great event.

The Fletchers and Watters have been enjoying runs with the local Bega Heritage Vehicle Club which provides more opportunities to use the TRs. These are well organised with visits to local attractions and, although there are only 2 Triumphs, spending time with other car enthusiasts and a varied selection of historic makes and models always provides a great day out.

For country members who don't have many opportunities to join TR Register runs think about your local car club. There are clubs all across Australia and it's the best way to promote both the Triumph marque and the TR Register by getting the cars out for everyone to see them.

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 at Blend Cafe. We welcomed Neil and Kathy Tribe who visited the area in September and shared an enjoyable time with them.

Bob Watters

VICTORIAN REPORT

PAST EVENTS

Sunday 11 August –Coffee Run – This event was cancelled due to atrocious weather conditions.

Wednesday 28th August – NE Group Coffee – We had a good turn up of Graeme White, Felix Hemingway, Steve Black, Mike & Trish Hall and Robyn and myself with apologies from Malcolm Davidson who was on the Variety Bash. We met at the Warren Glen Nursery café in Warrandyte and spent an hour or so discussing all things Triumph. A great morning.

Tuesday 10th September – Dinner Meeting Wheelers Hill Hotel - David and Polly, John and Leonie, David and Jenny, Andrew and Sue, Rob and Gail, Keith and Judy, Arnie, Mike and Trish, David and Wendy, Peter Standen and Robyn and I attended. A great meal and good company.



Sunday 15th September – Shake

Down Run to Narbethong – Some of us met at Chirnside Park and the others at our coffee stop in Healesville.

Unfortunately the day was overcast with intermittent showers so half the group were in TRs the others in daily drives. In attendance were John & Leonie, Peter Standen, Rob & Gail, Keith & Judy, Mike & Trish, David & Polly, new member Joe and Robyn and Robyn and I. While at the coffee stop we bumped into Malcolm Glover who was in his TR with some mates, so a quick catch up ensued. Lunch was at the Black Spur Inn around a cosy fire but all too soon it was time for home. The bravery award for the day goes to Joe and Robyn who travelled all day in all sorts of weather without sidescreens. That's what new members do!



FUTURE EVENTS

Wednesday 16th October - Groups Coffee Runs. Details to be provided by Group leaders.

Friday 25th to Thursday 31st October - Ballarat Concours and After Tour. Registrations are closed. If you have not booked to attend the Concours and After Tour you may wish to attend the Saturday Concours in Ballarat. We would love to see as many Sidescreen TRs as possible on display. We are expecting more than 80 Sidescreens, which could be a record in Australia and the world. Please come and enjoy the spectacle. Please let me know if you will be attending if you haven't already.

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 0419367370



Hi Terry & Jenny
Just found this photo.

A day in Queensland with good friends and great drives in the TR's. This was a weekend away visiting lots of good places and also, car collections of Members and other car enthusiasts. Never too far in a TR

Regards
Paul and Rita

QUEENSLAND REPORT

We have had an active time since July when we visited Dalby over a weekend to attend Opera in the Bush. This event is staged at the rural property Jimbour some 20 kms outside Dalby every two years. We were joined by members of the TSOA Qld. Great time was had by all.

A



Sunday run with TSOA took us from the Gold Coast up to the Hinze Dam for morning tea then on up through the beautiful Numinbah Valley for lunch at Tyalgum and another run saw us in Canungra for tea and lunch at Beaudesert. We had a morning tea with Bob and Joyce Fast followed by a trip in the hills behind Brisbane up towards Mt Glorias and on to Mt Nebo for lunch. There was some relief amongst the convoy when Bob found "The Goat Track" closed to traffic and we had to ascend the mountain via the main road.

The last event was 22nd September when we attended the Brisbane All British Day and joined some 40 Triumphs and 400 other British cars on display.

Paul Bingham has taken up the reigns as manager of the 2020 National Meeting in Qld and there will be more info on that announced at Ballarat in a few weeks time.

Paul is currently planning the trip down and any Qld or Northern NSW cars wishing to join into a convoy are most welcome and the proposal will be sent out later this week. Future events Qld posted on club website.

Peter Clark



TASMANIAN REPORT

Spring arrived here pretty well on the first of the month for a change. Everything is green around here and a complete contrast to some of the other states save for some of our east coast.

Getting prepared for Ballarat the Peerless GT has had a service and a new set of tyres, Hankook Optimo 715 i65/80 R15 which I have been running on the TR3A as well. The old tyres were probably fitted in the late 1990s and while they had plenty of tread were hard and sidewalls were cracking. I know after a heavy braking effort on Willunga Hill last year the value of new tyres.

John Kay recently called by in the TR3A with a facelift. New overrides have been fitted to the John Johnson manufactured Bumperettes of Ken Copeland's design and it was also sporting a Bob Adams manufactured Bug Screen. A travelling advertisement for TR Register member manufactures.



Baskerville Historics - Friday 20th to Sunday 22nd September 2019

This was the 10 th anniversary meeting which was organized by a joint committee from the Hobart Sporting Car Club, MG Car Club of Tasmania and the Mini Car Club of Tasmania. This meeting continues to grow each year with more than 200 entries being received and over 40 cars coming from interstate. Spectator wise the meeting was well supported over the 3 days and particularly on the Sunday. Weather was warm on the Friday at 27° C , a couple of degrees cooler on the Saturday and 14° C on the Sunday with some wind.

There were 11 categories of competition plus Baskerville Legends Spirited Demonstration laps. The Friday was set aside for practice and qualifying while 51 events were run on the Saturday and Sunday with 16 of these being Regularity events.

The meeting also acknowledged the 60 th Anniversary of the Elfin and also the Mini. Some 17 Elfin raced or were on display ranging from an MR8 F5000 to Formula Vees with a number of other in between models. Most were competing in Historic Sports and Racing Cars or Regularity – Sports and Racing Cars and Invited.

In the early Holden Regularity there were 21 entries with 18 being “ humpies “ plus an FE, FC and EH. The Group N Mini only race attracted some 15 Mini Coopers with 6 coming from the mainland. Competition was very keen particularly in the Group NB over 3 litre and NC over 2 litre and in the Muscle Car Cup over 3501cc.

There was only one Triumph entry at the meeting being Bruce Heron's Dolomite Sprint which ran in the Baskerville Classic Sprints. Having owned two of these years ago I do have a passing interest. Register member Geoff Fry from Bathurst made the trip across Bass Strait bringing his 1960 Vulcan and contesting the Group S category for SA, SB, SC and Invited cars. The Vulcan attracted its fair share of interest and featured on the Seven News on the Friday night with Geoff and car being interviewed. The Vulcan had a few running issues on the Saturday including a cracked distributor cap, loose condenser, points gap and loose carburetor venturis but managed to contest all races.



Managed to catch up with a couple of other Register members including Jeff Mount from Launceston and Bob Anderson who was over from Adelaide. On the Monday it was arranged for the interstate visitors to get some practice laps in at Symmons Plains on their way back and which some did avail themselves of.

Motor Museum

The National Automobile Museum of Tasmania (NAMT) is moving to a new home , opening on Monday 30th September after 22 years at the current site. The new facility is located at 84 Lindsay Street, Launceston near the Silos Hotel. The opening exhibition will see cars from Queensland, New South Wales ,Victoria, South Australia and Tasmania presented in the 2000 square metre building.

Coming Events

Sunday 20th October 2019 10.00 am to 1.30 pm

Predominately from Britain to ‘ Bunna Car Show

Triabunna Village Community Centre

Friday 25th to Thursday 31st October 2019

TR Register National Meeting and After Tours

Ballarat VIC

Four members and partners attending from Tas.

David Pearce

Tasmanian Co-ordinator.

FOR SALE

- Roll Bar** – Suits road going TR3A. Includes full cross bracing. Bolts straight in and allows the standard TR3A hood to be erected over the top \$170.00
- 3 Point Harness Seat Belts** – Monza, Black. Excellent, as new condition. \$200.00
- Hood** – Suits TR3A. Black, very good condition. Small repaired tear on top left corner. Perspex not yellowed but has some scuff marks. Very serviceable \$375.00
- Windscreen** – complete with (rare) alloy frame, rubbers and stanchion. New glass installed 18 months ago. No sandblasting, chips or cracks on screen. Very good condition. (Has bonus “TR Register” sticker on top L/H side of screen!!) \$375.00
- Wind Deflectors**. Excellent condition. Hardly used \$90.00 the pair
- Aero Screen** (1). Brooklands style, Alloy. Includes mounting brackets Excellent condition. \$100.00
- Aero Screen** (2) Brooklands Style, Chrome. Includes mounting brackets. Excellent Condition. \$100.00
- TR3A Steering Wheel and Horn/Indicator Switch** Centre Wheel in good condition, switch centre excellent. All switches works well. Long shaft type (I think this is an original, not a repo) \$350.00
- Front Bumper Bar Set** – Complete Unit. Chrome bar with over riders and all brackets. Good chrome. All in very good condition \$550.00
- Rear Overrides**, including brackets and bolts. Excellent condition. Great chrome \$130.00
- TR Radiator**. Original type with crank hole. Very clean inside. Did not leak and worked fine prior to removal 6 years ago. Good. condition. \$80-.00
- Steering rack conversion kit** – Includes rack mount, Escort rack (excellent condition), new gaiters. Near new mini tie rod ends \$100.00

Contact Register member **Ian Gallpen on 0403 306 391 or email at rjg@tpg.com.au** for photos of items. All items are in Kyneton, Victoria, about 1 hour from Ballarat for those at the National Rally, or 30 mins from Daylesford for those attending the after –rally.

Bumperettes - Ken Copeland design to replace the front bumper with rear overrides. Raw steel to paint to your liking, Purchase overrides available from the club and bolt straight on. Does not include bolts or overrides. 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



Ask an Oil Expert: Industry Specialists Set the Record Straight on Motor Oil for Classic Cars

<https://classicmotorsports.com/articles/ask-oil-expert-industry-specialists-set-record-str/>

Thanks to John McCormack for forwarding this link from the TR Register Ireland.