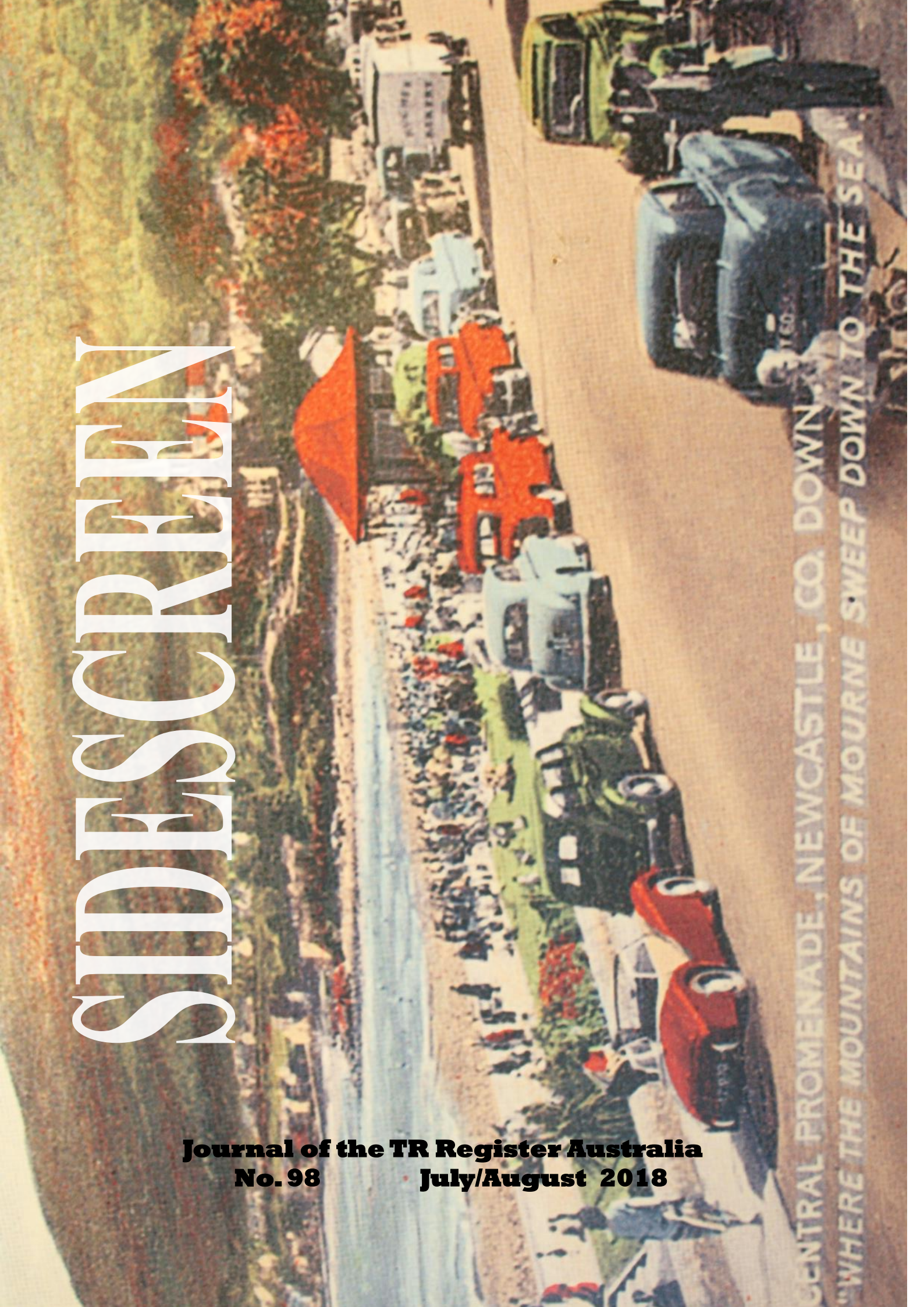


# SCREEN

**Journal of the TR Register Australia  
No. 98 July/August 2018**

CENTRAL PROMENADE, NEWCASTLE, CO. DOWN.  
"WHERE THE MOUNTAINS OF MOURNE SWEEP DOWN TO THE SEA."





# PRESIDENT'S MESSAGE

Hi everyone,

I am writing this Sidescreen Article sitting under the photo from my TR Register Calendar, of the Rochester's green TR3A competing in the Tassie Targa. It's great to be able to turn the page each month showing beautiful cars. Thanks Bob Watters for coming up with this idea and organising this wonderful initiative. He is looking for your photos for the next Calendar. So get your photos to him and if published, you will be rewarded with a free calendar. This year we will only be charging for the cost of the calendar and postage if necessary. You may remember, as a trial the calendars last year were complementary to attendees of the National Meeting.

I would like to thank you for re-electing me as President for another year and I'd like to congratulate the members on the new committee for 2018-2019, particularly Rob Bradford as our new Vice President and Bob Watters as a committee person. I want to thank John Johnson for his years of service on the committee as he was not re-elected this time round. We look forward to maintaining a good reign on the running of the Register, as well as ensuring interesting events through our State Coordinators.

Below is a summary for our past year:

Our events and runs have changed from weekend runs to more meetups for coffee during the week and long weekend runs out of the cities, along with events like All British Days and associating with other car club events. This is a reflection, perhaps, of the changing demographics of our members.

We had a great National Meeting in Tasmania. Thanks to the organising Tasmanian committee. 120 members attended and we had the longest After Tour to date. Beautiful weather ... Great Scenery, we had it all. There were the few usual breakdowns but a fantastic time was certainly had by all who attended.

The Register Constitution was re-written, thanks to John Pike in all his hard work to make this happen.

Financially the Register remains in a strong position.

New and second hand parts continue to supply our needs. We have been reviewing some of the parts which could be a safety risk and a risk to members and our funds. This is continuing.

The National Meeting and Concours Guide has been rewritten. The guide will assist future organisers to confidently prepare proposals to host this event and to run our National Meetings. We want to make organisers feel comfortable to run these events and to assure them they have the financial backing of the Register. (So if you have an inclination to assist in running a National Meeting, discuss it with your State Coordinator to come up with a proposal.)

Russell Holliday

## EDITOR'S REPORT.

Thanks to all who contributed and enabled us to put the magazine together on time. I would also encourage people to submit articles of technical or general interest. I have current issues with my engine and should they ever be resolved it will go to print, hopefully to help others.

Beyond that we spent a pleasant day with our Tasmanian scribe David Pearce who has taken to meandering ever northwards from Tasmania. He has enjoyed the hospitality of many register members which is what it's ultimately all about.

Best Regards, Terry (& Jenny).

# MEMBERSHIP REPORT

Hi Folks,

By the time you are reading this the 30 June renewal date will have been passed.

The membership cards have been sent out for all people who have renewed.

If you have not received your membership card and believe you have renewed, please contact me by email or phone. This is especially important for any members on club plates as they must be financial. Thanks to all who renewed so promptly. If you haven't renewed please do!

Please send all renewals and queries to

TR Register Australia

PO Box 457

MOUNT MARTHA

VIC 3934

4 new members since my last report :-

SA – Andy Rasheed from Wistow took over father Allan's TR3A

NSW – Gerry Lawson from Tocumwal with early TR2 and racing TR3A.

VIC – Michael Hall from Diamond Creek with a TR4.

SA – Graham Leyson from Glenelg looking for a TR.

The committee elections mean you are stuck with me for another year as Membership Secretary. This year for the first time I have been able to attend the last two meetings using the Zoom facility, this has worked really well and allows much more involvement of members in other states to the club, thanks especially to Rick and Rob.

Tony

## TR Register Australia Events

### National

Oct 19-21 2018– National Concours Adelaide

Oct 22-24 2018 —After Tour

### Victoria

July15 - Winters Lunch at Yering Meadows Golf Club,

### NSW

July 4 Pie in the Sky morning tea

July 8 Cars and coffee St Ives Showground – 0800 till about 1100 also

Historic Aircraft Restoration Society at Albion Park followed by lunch at the Jamberoo Pub

July 18 Common Ground at Old Razorback Inn – Morning Tea about 10.00am

Aug 1 Pie in the Sky morning tea

Aug 5 Cars and coffee St Ives Showground – 0800 till about 1100

Aug 15 Common Ground at Old Razorback Inn – Morning Tea about 10.00am

Sept 23 All British Day Kings School Parramatta

### ACT

July 17-20 TT Xmas in July Forbes, Canowindra and Taralga details on Forum events—  
contact Peter McEwen

### Tasmania

21- 23 Sept 2018 Baskerville Historics Baskerville Raceway

### Queensland

July 28-29 Jumpers and Jazz Warwick

Sept 23 All British Day Brisbane



# WEBMASTERS REPORT 2018 AGM

Rick Fletcher

This needs to be in several parts as I have related tasks.

**Website** - there has been an increase in the number of interesting article and photographs submitted by members and visitors. This makes the site more interesting to viewers.

Sales of items and cars has been fairly brisk with realistic prices achieving quick clearance rates. It is also a good way for members to dispose of surplus bits laying around the workshop. Just send me clear photos of each part and a description and price, Wanted items have been successful for some members but it depends on the scarcity of the wanted part.

An important thank you to Terry Hicks who has taken on the big task of photographing the missing second half of our new parts list. This will enable us to better present the new parts list on the web. It is envisaged that the new list will have an additional column with a button to press the see a photo of the part. Ray Kasparian has also been a big help to Terry in preparing the parts for photography.

**Database** - the main user Tony Knowlson has been making good use of this software purchased by the club. It seems that it provides all of the data we require when we want it with few glitches. Thanks Tony for the excellent job you do with this complex program.

The **Forum** has continued to be a useful platform for discussion. The improved software has resulted in fewer outside attacks from nasty people. The need to have a reasonable understanding of TRs has blocked most scammers when they have to answer such question before registration. It has even blocked some of our members! The forum is the only place that events are listed now and most co-ordinators use that facility. If you want to learn how to post events on the forum just call me for help.

**Conferencing Software** - we have had only one official meeting using our purchased Zoom software. That was the May meeting which was reported to be successful. Mind you we had nearly 12 months of testing.

I have run impromptu mini test runs with a number of members who were struggling a bit but I am impressed with the way so many members have got the hang of it. And many of them admit to having little computer experience.

Ring me if you need help with Zoom. The software is a free app to members.





## JUST THINKING.

It is something we often use as an aside but I have at long last come to the conclusion that if I had only taken such a simple statement more seriously I would have saved myself countless hours and dollars.

How often have I embarked on a project based on the assumption that what I have been told or read about is correct?

Anyway the latest object of my curiosity is the concept that shrouding the fan on my radiator is more efficient and thus worthy of the work to manufacture an aluminium cover on which the fan is mounted, rather than having the fan just bolted to the back of the radiator.

The result of course is that the fan runs for longer than it needs to. Why is that so?

Well if we take the open area of the standard TR radiator, we get 204 SQ inches or 0.1333 Sq M and can take a stab at the pressure drop or resistance to air flow, which is more than a fan can produce at anything over about 25Km/Hr

Now we shroud the radiator and mount the 12" fan into the shroud and find that the open area is 113Sq inches or 0.0707SqM or half what we had before, which doubles the resistance to airflow through the radiator so the fan now needs to run to compensate for the additional resistance

There is a bit of a problem mounting an electric fan directly onto the radiator due to either the fan housing or the fasteners wearing through the tubes. I would use a rubber or silicone gasket between the fan housing and the radiator and also rubber sleeves on the fasteners. Electrical wire insulation works well.

The better method is of course to have the fan fixed to a bracket bridging the radiator which is not always easy, or perhaps use a Camira fan assembly like this.



Should have thought it through!!!!

Just thinking...

Rob Bradford

## ROB ROY HILLCLIMB

The Victorian Historic Racing Register (VHRR) run an annual tri-series of hillclimbs at the historic Rob Roy track. At the time of its construction, around 1935, Rob Roy was one of only three bitumen surfaced, purpose built hillclimbs in the world, the other two being **Shelsley Walsh** and **Prescott** (UK).

We had a good day - left at 5 AM, got to the climb with the TR 3A on the trailer; a good thing as the cooling fan shorted out and ceased working for the rest of the meeting..

The track itself is much more fun than I expected: It's beautiful, with trees everywhere, grass surrounds and tucked into rolling hills. The track starts under the historic 'brake shoes' which provide atmosphere and evidence the history of the track. After the start it's a fast charge up to turn 1, which has an uphill entry, so you can run in quickly - but then the corner tightens and at the same time drops away, thus making the apex of the corner hidden before you get to it, and the drop causes the tyres to lose grip over the hump which makes the steep downhill exit challenging. The drop brings you to 'the causeway', a narrow, one lane track section with Armco defending both sides of a creek crossing. So it's fast thru the causeway and then crowd to the right hand side of the track to line up the second turn. It's bumpy and the TR hates that.

Now you enter turn 2 - which goes steeply up from the causeway and heads left. You gotta be brave..... you can enter really, really fast because the 1 in 3 hill slows you down, but it feels scary, the old TR grounds heavily and it's really hard to judge (on my 5th run I braved up and entered the left hand bit almost flat out. It skittered out to the very outside of the concrete track edge ).

Then it's flat on the power all the way up the rest of the hill, taking a series of left hand turns, going as fast as possible. All flat out for the TR, but effectively between gears - too fast for second, off the cam in third. It would be exciting in something faster, but still entertaining. Altogether it's a short track, (670m) it's still really nice and fun to drive. It has the same appeal as Hume Weir or McNamara park - it doesn't have to be a long track to be fun.

- First run - Awful, felt horrible and slippery, upset by bumps, didn't feel happy with any of the corners.
  - Second run - Awful, didn't seem to have any grip, .... so I dropped the tyre pressures drastically for the next run.
  - Third run - Much better, tyres starting to work, coming to grips with the corners. But I bumped the ignition switch on the 2 to 3 gear change and turned the ignition off! Grump!!
  - Fourth run - now we're getting it! But stuffed up the entry to turn 2, started off on the left side, too slow.
- Fifth, sixth runs - great, now we're getting the hang of it!



Not sure what my best times were, I only checked a few. At this stage of learning the circuit, you know if you've stuffed up or not, so times are a bit irrelevant. A bit like measuring a jellyfish with a micrometer. I checked my times later... I was one of the slowest, but who cares!! I enjoyed every



minute, the atmosphere was great, I improved my times on every run.... this is motor SPORT, as the GEAR people would say!! Excellent track, very friendly people, cool fine weather and we got 6-7 runs in and finished by 2.15.

A great day and I'm looking forward to going back to Rob Roy!!

Bill Revill



## **A NULLABOR TRIUMPH**

'I was chatting to a fine old guy showing him a picture of our TR trek around Oz. He was kind enough to share a TR story...

A couple travelling from Perth to Adelaide across the Nullabor is the 60's car with their teardrop caravan in tow. As dusk approached they decided to find a spot to sleep that was safe. They found a spot not far from the dusty road edge but at a safe enough distance and secluded a little. That night they fell into a deep sleep and didn't hear a sound and commented how peaceful it was.

As the ventured out of their caravan the couple tripped over a young man sleeping at the caravan step. Gazing around the couple noticed a TR parked next to them with a beautiful young lady asleep across the front seat of the TR.

The young man explained his story...

I needed to drive from Perth to Adelaide in one hit and advertised for a traveling companion but only received one reply, a 17 yr only young lady. He was hoping for a older mechanically minded man. Having to make the journey he was left with no other option but to accept the young travelling companion. So they headed off from Perth but when it got so late and dark and the animals came out he started to worry and decided to stop when they saw the light on the caravan and decided safety in numbers. And was mindful of the age of his companion he would do the right thing by sleeping on the ground ... no hanky panky or accusations.

After hearing their story, the caravanning couple decided to invite them in for breakfast.'

Moral of story... always be young enough to be able to sleep on the ground when travelling in a TR.

Written by LeonieJohnson

Jenny noticed that there was to be a Potato Festival at Crookwell which John picked up on and arranged accommodation at Markdale. Now Markdale is a large property which for many years was the home of the Ashton family; Australian polo royalty. They also had an extensive Edna Walling garden. The basis for a good weekend.

Meeting at Pheasants Nest were ourselves, (unfortunately in our Honda), Brian & Gwen Richards, Daryl & Cheryl Dobe and John & Sue McCormack. Unfortunately the McCormack TR6 malfunctioned and headed home. Onward to Sutton Forest where we picked up Ian & Susie Wall and then to Goulburn where we picked up Bob and Cheryl Watters all the way from Wallagoot.



Potatoes apparently grow best in the bitter cold and wet of places like Crookwell. We splashed around buying handicrafts and potatoes of course. The Hedge from Gardening Australia was in attendance. The McCormacks turned up in the Mercedes having sprinted all the way home to Leichardt and back to Crookwell.



We then spent a little time in town at the art gallery before heading to Markdale. We did not get to stay in the "Big House" but the workers cottages were charming and comfortable. An inexpensive meal materialized and consumed before all adjointed to sit by open fire enjoying convivial company.



The morning broke with breakfast and a stroll down to the "Big House" to inspect the gardens. The pool did not appeal but the tennis court did. I have played most of my life and found the court adequate, the racquets and balls quite dead and the opposition "enthusiastic". Very pleasant. We then enjoyed a spirited morning gallop back to

Crookwell where we separated and headed homeward. All in all an excellent weekend.



Terry Hicks.





## QUEENSLAND REPORT

We Started our May run with a morning coffee/breakfast/cake session at the Bryants Road nursery café before a short drive to Clarke's Castle to have a look at what is involved in overhauling the SU Carburettors on Paul Bingham's TR, while the ladies were entertained by Sue's brilliant craftiness and other ladylike pursuits.

We also attempted to broadcast the carbie session on Zoom to see how effective it was and learn how not to go about doing this sort of this without a clear agenda and preparation.

Lesson 1 was not to have to remove said Bingham carburettor as part of the techtalk. Lesson 2 was not to have to reinstall same if one wanted to get home before dark.

All in all we had a great time with about 20 people coming along, we learned a few things, had a fabulous BBQ get together afterwards and convened a short meeting to discuss such lofty subject as fund raising (or extortion by one Bingham person) future events and concours matters.

It was very gratifying to see some familiar faces that we have missed for a while, particularly the steady hand of master camera man Kevin Gulliver.

We did not know that Photography is such exhausting work!



Each year on Mothers day, TSOAQ hosts the Macleans Bridge Classic Car Display. The event has its origins back to the 70's and started in the park adjacent to Macleans Bridge on Beaudesert Road, south-west of Brisbane CBD

This year Mac's Bridge was held at Queensland Rifle Association Belmont Range There were 388 cars on display from many clubs.

Rob Bradford (in Peter's absence)

# CANBERRA CAPERS

Hi Everyone.

Graham Brohan and I went up to Armidale on 28<sup>th</sup> May to spend a day or two with Jack Evans. Jack is almost 86 now and as still as spritely as ever, although his recent knee replacement has slowed him down a little.

Jack was in his shed working on his little Triumph Super Seven, trying to get the timing right and give it a bit more oomph. Tuning that engine was as fiddly an exercise as I have seen and it took around 5 hours just to get the tappet settings correct. As there was not much Brohy and I could do to assist, we set about cleaning the shed up a bit and moving things around to make room for Jack's latest TR3A restoration project. Jack has done a lot of work getting all of the "add on" bits and pieces ready but has not been able to get to the chassis or body on his own as they were tucked away in a corner of the shed behind some heavy machinery that he was not able to move.

The chassis and body are now out in an area where Jack can get easy access to them. The chassis looks pretty good with a few minor things to be done before sending it off for sandblasting. Jack has done the motor and gearbox already so they can go straight onto the chassis when it is completed. Some of the body panels need a fair bit of attention so I expect it will be a few years before Jack gets it all together and back on the road.

The weather in Canberra has not been all that conducive to getting the cars out and about, however, we did have a good roll up to our last breakfast outing at the Gryphon café. These breakfasts continue to be popular with our local members. It was also great to see Nick and Carol Nowak make it along. Even though they no longer have their TR3A they are still considered to be an integral part of our local TR Register family.

## Coming events

We have a small TT tour organised leaving Canberra on 17 July, returning 20 July 2018. We will be having 1 night in Forbes, 1 night in Canowindra and the last night in Taralga which includes a 4 course Xmas dinner. We currently have 7 couples attending.

More details are on the TR Forum events page if anyone else is interested in coming along.

Kind regards  
Peter McEwan  
ACT Coordinator



## **All British Day; Kings School; 23/9/2018.**

John McCormack usually arranges the tickets for this event but he will be overseas this year and has asked us to take over. We already have sold ten tickets.

Should you want a ticket please contact us. (\$10)

The T.S.O.A is striving to have 100 Triumphs on display this year; they need your car!

The Editors. (Terry & Jenny).

## **2019 TR RegisterCalendar**

Please send in your great TR photographs. The members whose photos are chosen will receive a free calendar.

There are only a few simple rules:  
Each picture must include a Sidescreen TR or Derivative  
Photos must be at least 1 megabyte  
Only pictures taken by amateur photographers are eligible

Photos will be selected by the TR Register Committee  
Ideally there will be a mix of photos illustrating the many ways members enjoy using their cars which will provide an interesting collection for the calendar. A representation from each state would be a bonus.

Photos to be submitted to Bob Watters, preferably by email to [cherry@bigpond.com](mailto:cherry@bigpond.com) or quality prints via mail to 201 Turingal Head Road, Wallagoot. NSW 2550.



# VICTORIAN REPORT

## Past Events

### All British Day at Caribbean Gardens Sunday 29<sup>th</sup> April.

This was a joint event run by the BMC Car Club and TCCV with the TR Register being invited to participate. The day started off cloudy and light misty rain dampened things for about 40 minutes but then the sun came out and it was just beautiful.

About 200 cars were there with a huge gathering of Mini Mokes. There was an immaculate and beautiful 1930ish Singer, a 1940s Wolseley and a 1930s Morris ute that took my eye in the other vehicles. To me Keith Brown's newly completed TR5 2500 was the stand out car of the show. He took out the best engine bay of the show and the best TR4, 4A and 5. Well done Keith, it is a beautiful restoration, the best I have seen.

There were only 3 Sidescreens on the day. David Ferguson in his lovely red 3A took out the best TR2, 3 and 3A and I came second again. Rob Allan was in the trusty red Rumpole.

### Sunday 20<sup>th</sup> May. Jim Clark Memorial Run.

Better late than never as they say. As it was on Sunday 20 May when two committed TR3As and an array of more "climate-appropriate" vehicles gathered to mark the 50<sup>th</sup> anniversary of the passing of one of Formula 1's greats: Scotland's Jim Clark. Meeting in the eastern suburbs of Melbourne, the two TRs and followers set off on a meandering route through the Dandenongs on a cool, overcast Autumn day that would have made Jim feel very much 'at home'. After a quick pit stop in Healesville for an exchange of fluids the group set off for the final push up through Toolangi, everyone looking forward to the warmth and comfort of the Kinglake Pub.

Despite the cold, damp conditions (and some inconsiderate cretin smearing the road with mud), both TRs enjoyed the climb through the twisties north of Healesville, passing a large contingent of Austin Healey Sprites going in the opposite direction. As it turned out, this turned out to be the 'right' direction, as the questionable conditions turned distinctly wet as we approached Kinglake. As the rain came down outside, the group enjoyed the open fire and bistro food and demonstrated excellent multi-tasking skills as they tackled the Jim Clark Trivia quiz. To those who know them both, it will come as no surprise that the crack team of Bill and Danute Revill prevailed – taking home a bottle of red as a reward.



As a side note, Bill had the honour of being at Sandown Park when Jim won his last major race in 1968, which was a nice link between our drive and the great man. Unbeknown to most, there is also another TR link to the great man, who used TRs to hone his craft in hill climbs in Scotland, before being spotted by Colin Chapman and catapulted into F1.

Thanks to all who participated – Sara Eldib (my hardy navigator), Keith and Judy Brown in the other TR3, Robert and Gail Allen, Bill and Danute Revill, David and Jenny Ferguson, Michael and Trish Hall and Polly and David List who joined us at Kinglake for lunch.



Despite the distinctly Scottish weather, a good time was had by all, and the memory of one of F1's true greats was preserved for just a little longer. Thanks Malcolm for organising the run and doing the write up and photos.

### **Sunday 17<sup>th</sup> June - Jetcity .... a visit to a fantasy world**

By Bill Revill

Our TR-Register member, Peter Riley, very generously offered to host a visit to his business, Jetcity a Jet hire and Medivac company, with a tour of his aircraft and his workshops. But it proved to be much more than this. The TR- Register members who attended were treated to a rare display of engineering excellence, technical magic and a world of opulence.

It was a true Melbourne winter day - pouring rain, freezing cold and windy - but the only brave soul who attended in a TR was Chris Copeland in his historic and wonderful TR 2, showing dedication to duty after driving in from the Bendigo area. Jackie and the support crew followed in another vehicle. About ten members arrived for the display, all of whom drove more civilised but less enjoyable vehicles.

We were met by Peter, Daryl and Lorne, the business principals and pilots who generously gave up their Sunday to show us through the giant hanger and around the six or so aircraft operated by Jetcity. These are a variety of Cessna, Gulfstream and Learjets all with rear twin engine configuration. The aircraft look huge in the hanger and are themselves things of beauty. One's first impression is that everything is immaculate - the aircraft are spotlessly clean, the bare metal surfaces gleaming to a perfect shine, no sign of anything being other than new. It's amazing to think that some of the machines are approaching 20 years old as their preparation would equal that of most topline Concors D'Ellegance TR's. It was impossible not to be amazed at their technological beauty - the perfectly formed compound curves that are evident on the bodies all of the aircraft, the perfect riveting holding them together and the hundreds of alloy castings, liquid lines, wiring and other equipment, locked in to the smallest of spaces by being threaded and knitted into a tight weave to make the maximum use of space available.

Our pilots also proved to be excellent guides, and Peter took us through the plane he flies - a Cessna Citation jet, capable of almost Mach1. We were able to view the whole of the aircraft including the cockpit, with its array of switched and complex avionics. We were also granted an inside look of the aircraft, inside the engine cowls and the mechanical spaces to see the amazing array of complex controls, electronic cabling and control linkages.

And then when we entered the main cabin we entered a world of opulence - luxurious leather seats, ample space, wood panelling and a ready use cocktail cabinet. This is the world of the rich and of rock stars, some of Peter's usual clients, who have included Mick Jagger and Leonard Cohen. Peter and his team provide leisure flights as well as business travel and executive shuffles. The Learjet we inspected had just taken a family to Uluru for a tour of the area, all in perfect luxury and with first class food and wines. Jetcity also perform medical evacuation and the Australian designed and built



stretcher which fits neatly in the Learjet was demonstrated.

Then there was a review of the working areas of the hangar, where a limited number of parts can be made but have to undergo the strictest of certification processes and must be produced to the finest engineering practices. And then tea and biccies.

A truly wonderful day and we thank Peter, Daryl and Lorne for their time and their friendship.

Personally I was amazed at the beauty and complexity of the aircraft - the shape, the amazing

technology, the skills of the people who build, maintain and fly them. It was a wonderful day and again thanks to Peter and his team.



Our thanks go to Peter for organising such a wonderful event and to Bill for a great descriptive write up. Gary

## **FUTURE EVENTS**

**Sunday 15<sup>th</sup> July - Winters Lunch at Yering Meadows Golf Club, 178 -180 Victoria Road Yering 3770.** Meet at the venue at 12 noon. Please advise Gary of your intention to attend by Wednesday 11<sup>th</sup> July. 0419367370 or ghwaite@iinet.net.au

Gary Waite



## TASMANIAN REPORT

### PVCC Picnic at Ross – Sunday 20<sup>th</sup> May 2018

Starting off at the Devon Hills Road junction at 9 am were David Pearce in the Peerless GT, John and Pauline Kay and Pepper in the TR3A and Jeff Mount who joined us in the E-Type Jaguar.

To avoid some of the ongoing road works we turned west off the Midland Highway onto Woolmers Lane and the opposite the Estate we turned south on to the Mount Joy Road which continues through to Campbell Town. We arrived at the Ross Recreation Ground around 10.00 am and parked with several hundred other cars of various makes. Numbers have declined in recent years but the usual marques were present. Originally cars were supposed to 30 years or older but some more recent MX-5 and Mustangs ( selling like hot cakes ) were seen.

Triumph wise also present was a TR4A, Spitfire 4 and a Stag. Other vehicles noted were a big black Humber Pullman with Crown insignia above the windscreen maybe it was a relic of the 1954 Royal Tour. Also present a couple of Kombis with annexes attached. Pre WW2 cars were pretty light on with a couple of Hillmans and a Hupmobile amongst them. My pick for the day was the big Jaguar XK 120 Coupe.

Adelaide Concours

We have so far 4 Tasmanian entries for this years event which will be our best numbers since Swan Hill in 2002.

### Coming Events

Friday 21<sup>st</sup> to Sunday 23<sup>rd</sup> September 2018

Baskerville Historics

Baskerville Raceway

David Pearce

Tasmania Co-ordinator

### Important Reminders

1. Don't forget to renew your membership- form on the website or contact a committee member.
2. Let your state co-ordinator as well as our webmaster know about a change of email address
3. Border dwellers- let co-ordinators know if you are interested in receiving other state emails



**NATIONALS  
REGALIA**

**Triumph  
TR REGISTER  
ADELAIDE  
2018**

**POLO SHIRTS - CAPS - PATCHES  
ORDER NOW**





Name: \_\_\_\_\_

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The TR Register of Australia would like to offer advance pre-purchase Concoours regalia. These shirts will be ONLY made to order and available for collection upon registration at the Astor Hotel from 6pm on Friday 19th October, 2018.

**(DUE & PAID BY 1st SEPTEMBER, 2018)**

Style	Size	Price per Item	Qty	Total
Ladies Podium Polo Shirt	8 10 12 14 16 18 20 22 24 (Please circle sizes)	\$30		
Men's Podium Polo Shirt	M L XL 2XL 3XL 4XL 5XL (Please circle sizes)	\$30		
Men's Podium Polo Shirt <b>WITH POCKET</b>	M L XL 2XL 3XL 4XL 5XL (Please circle sizes)	\$40		
Black Cap		\$20		
Event Patch		\$10		
<b>TOTAL</b>				<b>\$</b>



**Polo Shirts are Black with Aqua piping & Embroidered (Triumph TR Register Adelaide 2018 Logo)**

**JB's Podium Cool™ moisture wicking fabric designed to help keep you cool and dry**

**Complies with standard AS/NZS 4399:1996 for UPF Protection**

**Classic Fit, Quick drying, Easy care fabric.**

**Ladies**

**Men's**

Size	8	10	12	14	16	18	20	22	24	3	M	L	XL	2XL	3XL	4XL	5XL
Half Chest	43.5	45	48.5	51	53.5	56	58.5	61	63.5	58.5	62	66.5	71	75.5	80.5	85	90.5
Length	58.5	62	64.5	67	68.5	72	74	75	75	71.5	74	76.5	79	81.5	82	85	88

Measurement: (CM)



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