

# SIDESCREEN

**JOURNAL OF THE TR REGISTER  
AUSTRALIA  
NO. 110 AUG/SEPT 2020**



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

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

## PRESIDENT'S MESSAGE

Some of these comments might be a repeat of what you have already read in the AGM Minutes but as some members get their information only from Sidescreen it is necessary for me to mention a few things a 2<sup>nd</sup> time.

Well, we cancelled Register activities due to Covid 19, then we relaxed the restrictions as it appeared the country had the virus under control, and then we had to reimpose some of them as the virus flared up in some areas. Many Victorian members are in lockdown and NSW has had to cancel our Christmas in July. The important thing is that, as far as I am aware, despite some close calls we are all well. We should all be thankful for that. Hopefully, we will be able to have our state TTs in September and resume enjoying our cars and friends.

The SGM and AGM went well. Thank you to those members who joined in and those who voted on the new Constitution. Thanks to that vote we have a new Constitution, or we will when it is approved by the authorities. A few members voted against the new Constitution and I ask them to let me know their reasons. The Constitution is a dynamic document. One member has told me he voted No because he did not agree with the Associate membership category inserted into the new Constitution. He could not see the need for it and that is fair enough, I very much appreciated his sharing his concerns with me. The Committee saw it as a no cost approach to encouraging people who don't qualify for full membership i.e. they don't own, have owned or are purchasing a Sidescreen, to join and be involved. In the past couple of years I have had a few people who were interested in buying a car but hadn't made the personal commitment yet who could have joined as an Associate to get involved. Earlier this year Bob Watters was contacted by a Stag owner enquiring about joining the Register because he liked sidescreens although he would never get one. The Associate membership category also provides for member's partners to join and to formally take on a few roles, including regalia, editor, state coordinator etc. If nobody takes it up nothing is lost.

The new Committee has got stuck into the next projects. You will have received the latest meeting Minutes and will continue to get them asap after each meeting. For the year past we held Committee meetings monthly to address a range of issues. Monthly meetings were time consuming and as most of the work is done between meetings we will now revert to bi monthly meetings. The Committee wanted to improve member communication with the Committee by instituting an open forum to which all members are welcome to join. The forum will be held immediately prior to Committee meetings, from 7.00-7.30pm. We will need to cut it off at 7.30pm sharp to allow the Committee to get onto our work but it is an opportunity for members to raise things with the Committee. You might not get an answer to your issue on the night, but we will endeavour to make it a constructive communication forum.

A survey of members has been conducted to obtain information to assist the Committee on a few issues. Thank you to the over 100 respondents, your assistance has been invaluable. I am keen to get an affiliation with international TR clubs and had approached the TR Register UK, arguably the largest TR club in the world, to establish a formal relationship. They were keen but were concerned that they might lose a lot of their Australian financial members if they were to get the same benefits through an affiliation between our clubs. The survey revealed that we have a limited number of members who are also members of overseas clubs and most of them indicated they would maintain the full membership of the overseas club. I can now go back to the TR Register UK and other clubs to see what we can do.

I recently became aware that Tony Lee, a long term NSW member, had passed away. Tony was an active and popular member and I have passed our condolences to the family. His lovely dark green TR3A will be available for sale soon and on behalf of the Register I will be helping the family find a buyer.

A nice experience was a request from Phil McCarroll AM, Executive Chairman of Chatswood Lexus, enquiring about a Toyota 2000 GT he is restoring that one of our members had owned. As many will know these were a classic and rare Toyota coupe of the 70s, another car I lusted after. It turns out that Garrie Hisco could help Phil so I have put them in touch with each other. Mark Brownbill from the north NSW coast has bought both Sam Beaumont's TR2 and Howard



Sullivans TR3. It appears he is starting a collection. I have also had the pleasure of assisting a potential member to find a car. Hopefully by next Sidescreen he will have bought one and joined up.

Anyway, that is it for this edition. Stay safe and get the TR out whenever you can.  
All the best.

John McCormack  
President TR Register Australia

## **FROM THE SECRETARY**

As many of you are aware the club recently switched to a new host company for the website which includes club group emails. After some initial teething problems the website and forum are working satisfactorily however the email system is not without issues but the committee and coordinators are learning to live with them.

This is a good time to remind members that club email groups are only able to be used by the committee and the state coordinators and it is important for members not to reply to group emails. Replying will generate a return email stating that the email requires approval by the moderator which will not be forthcoming. If anyone wishes to contact a committee member or state coordinator the best option is to use the contact details available in both Sidescreen or the website.

The committee has reverted to bi monthly meetings after holding monthly meetings earlier in the year to ensure that the revised constitution was completed and ready for a vote at the Special General Meeting that was held in conjunction with the Annual General Meeting as well as finalising the review of conditional registration requirements across all states.

The next meeting will be held on Tuesday 8<sup>th</sup> September, this meeting is planned to commence 30 minutes earlier at 7.00 p.m. to allow for any member who wishes to ask a question or put forward an idea to the committee to do so. This Q & A session will only be available for 30 minutes.

All committee meetings are held by Zoom and the details for joining the meeting will be made available in advance.

Anyone who wishes to take part in this new initiative is asked to let the secretary know in advance of the meeting.

It is worth noting that the committee now has representatives from 4 states, this is the widest representation of members on the committee in the club's history.

It's a testing time (no pun intended) for everyone but none more so than Victorian members who are really feeling the effects of lockdown, hopefully this will all soon be behind us and the summer driving season will be a beauty.

Bob Watters  
Secretary

**Your contributions are what makes this magazine such an interesting read.**

**Please email letters, photos, stories etc direct to  
[editor@tr-register.com.au](mailto:editor@tr-register.com.au)  
Anytime**

**Should you receive a request for contributions sent to  
“[members@tr-register.com.au](mailto:members@tr-register.com.au)” do NOT hit “reply” and “send”.  
It will attempt to go to all the members but will be captured and sidelined to the  
President and Secretary for “approval”. This does not please them.  
Please communicate as above. Thank you.**

## **CLUB MATTERS JULY 2020**

Half the year gone already but looking back I see lots have happened and there is a lot ready to happen, so all is well. On the subject of all is well, It is a timely reminder that we need to put everything into perspective, particularly with all the challenges we are currently faced with. Perspective is something close to my heart just now as I look back on a particularly dark period with health. It was during this period when we realised that incapacity meant there was a Good Stag partly restored but without any of the new running gear fitted would quickly become a liability rather than an asset.

Without prompting, members of the register began turning up to work on the car and in several working bees, had it assembled as a complete rolling car, apart from installing the fully restored engine.

It is absolutely amazing that folks would drive up to 1400 Klm to visit and provide much appreciated encouragement, such unselfish dedication is what makes our club matter, so I sincerely thank all those selfless members who have helped and encouraged us through the past few months. The upside is that with so many visitors, there has been a continuous supply of home baked cakes.

We also thank all those members who have responded to our call for opinion on various issues and hope that with your input we can more accurately focus on those things that are more meaningful to you all. Please remember that we encourage input from you so any time you have an idea that might be of benefit to club members in general, please write to the secretary, contact details are in Sidescreen.

Increasing the frequency of meetings over the past few months has succeeded in reducing the backlog of items and more complex issues like Insurance, Freight, Spare Parts, Registration to a point where we can go back to bi-monthly gatherings.

Kind regards

**Rob Bradford**

Club Matters, (because it does)

### **MEMBERSHIP REPORT**

Hi Folks,

Please check your address label for this magazine, if un-financial is printed, I believe you have not renewed. Please contact me if you think this is wrong, I have sent out all membership cards. We have had 245 renewals, which is a good result,

We are encouraging you to pay directly by direct debit, I would also like to receive the updated renewal form just to check no details have changed and any updates to your car. It is very easy to forget to tell us if an email changes, new mobile phone number or even removal of home phone etc.

**Please send all renewals, queries and changes to your details to**

**TR Register Australia**

**PO Box 457**

**MOUNT MARTHA**

**VIC 3934**

Four new members, including 2 from the same town who have joined with one other to restore 2 cars from Peter Reid's estate:-

QLD – Graham Lee from Urraween 2 TR's from Peter Reid.

VIC – Geoff Bowman from Ferntree Gully, re-joined with TR3A

QLD – Alan Key from Urraween part of TR's from Peter Reid

QLD – Steve Bradford from Kenmore East using Rob Bradfords TR

The lockdown has allowed me to scan my slides dating from 1964, and included my first TR. Will add to my gallery later.

Tony

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

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## EDITOR'S REPORT

Well we certainly have a mixed bag this time around. Due to the Corona virus we did not get to China, Christmas in July, Stanthorpe and a host of other things. As a result people are keeping busy in other ways as you will read. I bought a cheap high port head and have been learning what is wrong with it. Perhaps it may end up on a car.

For those who are not up on the international motoring scene the Woodward Dream Cruise has been cancelled for 2020. A little one day event held in Detroit for "Special Interest Autos". They wander about for about twenty miles in about forty thousand autos with about one and a half million passengers and spectators.

Meanwhile up in Sturgis, North Dakota their little ten day gathering is going ahead. You don't say no to five hundred thousand bikers.



Best wishes and keep safe, Terry & Jenny.

Woodward Dream Cruise Roadster.

## 2021 CALENDAR

There has been a distinct lack of interest in the 2021 calendar, no doubt people have more important things on their mind. However as several members have contacted me to check whether a calendar for 2021 will be produced here's the proposal.

The Stanthorpe Concours has been postponed until 2021 so **calendars will only be available by pre-order and mailed to the purchaser's address. The cost will be \$24 per calendar.**

There needs to be an **order of 50** to make the project worthwhile

There is still time to submit photos for consideration, although activities have been severely curtailed this year there must be some suitable ones on your phone or computer. Maybe even a few lockdown maintenance photos.

The few basic rules are:

Preferably by amateur photographers, professional photos are not excluded but they can only be used if permission is granted by the owner of the photo.

Must be landscape format

Minimum 1 megabyte or a quality print that can be scanned

Featuring Sidescreen or Derivative cars and not people. What this means is that the car should be the feature of the photo not the people although photos with cars used as wedding cars etc are welcome. The aim is to showcase our cars being used so if there are any historic or period photos that you think might be suitable please send them.

Good quality black and white photos that can be scanned to an acceptable standard are welcome. If in doubt give me a call or email, the details are below.



Entries close August 21st, photos selected will earn the member who submitted them a free calendar.

Photos to be emailed to [bobtr3@gmail.com](mailto:bobtr3@gmail.com) or any questions to Bob Watters 0408 502 350

Anyone wishing to purchase a calendar (or two, they make great gifts) please email Bob Watters [Bobtr3@gmail.com](mailto:Bobtr3@gmail.com) with your details by August 21st. Payment information will be sent once numbers

## *SPARE PARTS NEWS*

### ALL ABOUT ENGINE REBUILD KITS



#### **How lucky we are!**

We have one of the most reliable engines ever produced.

First introduced as the 80mm 20HP tractor engine in 1948.

Seventy years on we are thrashing the larger bore version of this this same engine with absolute reliability.

I won't go into details; however, the obvious indication of strength is the engine block extending below the crankshaft level.

No main bearings hanging out the bottom of the engine, noisy timing gears, single row chains, belts or pistons running directly against the engine block for our engine.

#### **THE SECRET OF THE TR ENGINE KIT.**

Most engines (for cost reasons) utilize pistons running directly against the cylinder block, requiring specialized expensive re-machining of the block and oversize pistons for engine restoration.

Our engine is basically just a housing holding easily replaceable slip in cylinder liners and pistons. And there is more!

Our wet type cylinder liners are rigidly clamped down to the bottom of the cylinder block, avoiding irreparable erosion damage that occurs with other engines due to movement of liners and resultant cavitation where flexible "O" ring seals are used.

#### **WHAT THIS MEANS FOR US**

Basically, all of the key engine internals can be simply replaced without special tools or need to machine the cylinder block.

Keep in mind that building an engine should be left to a qualified mechanic.

#### **WHICH ENGINE KIT DO YOU NEED?**

TR2-3A (side screen cars) used 83 mm bore engines. (1998cc capacity)

We no longer carry 83mm pistons, rings or cylinder liners for these engines.

We supply the following Engine Rebuild Kit upgrade options.

85mm bore kits upgrade engine capacity to 2088cc

87mm bore kits upgrade engine capacity to 2188cc

Increasing the engine bore and swept volume increases the compression ratio. This can be a problem if previous owners have decked the cylinder head to increase compression ratio to a higher value.

For these cases and to reduce pre-ignition (pinging or pinking) and possible piston damage under load we have produced low compression pistons for inclusion in the 87mm low compression engine kit. These special pistons reduce the compression ration ratio by approximately one.

IE Bringing excessive compression ratio back from 10:1 to 9:1 etc.

The kit numbers as shown below cover inclusion of low port or high port manifold gaskets.

**EK85MMLP** 85MM BORE LOW PORT ENGINE KIT

**EK85MMHP** 85MM BORE HIGH PORT ENGINE KIT

**EK87MMLP** 87MM BORE LOW PORT ENGINE KIT

**EK87MMHP** 87MM BORE HIGH PORT ENGINE KIT

**EK87LCMP** 87MM LOW COMPRESSION ENGINE KIT



## HOW TO ORDER THE KIT

You must specify your requirement for standard or undersize main bearings and con rod bearings when placing your order as they are a variable component of the kit.

To verify this, the engine sump, con rod bearing caps and main bearing caps need to be removed.

Crankshaft con rod bearing journals must be inspected and measured with a micrometer.

If the crankshaft conrod bearing journal is oval by .002" or more the crankshaft must be re-ground.

Wait for the crankshaft grinder to advise reground shaft size before ordering your kit.

Standard crankshaft con rod journal size is 2.086"

If your crankshaft is in good condition and was previously re-ground, the undersize is usually stamped on the back of the bearing shell that you've removed.

We currently offer kit options for:

Con rod Bearings and Main Bearings. Standard or -.010", -.020", -.030" undersize.

If the crankshaft will be more than .030" undersize you should consider a new crankshaft.

## WHAT IS IN THE KIT.

Pistons, piston rings, cylinder liners, con rod bearings, main bearings, con rod small end bushes, Standard and .005" oversize crankshaft thrust washers for selective mix fitting.

All gaskets and seals (except metal rear crank oil slinger), con rod lock plates, timing chain, timing chain tensioner.

## ITEMS NOT IN THE KIT (NOT ALWAYS REQUIRED)

Oil Pump Spindle and Rotor

Cam followers

Camshaft bearings (not fitted to early TR3 engines)

Cylinder head spare parts

## TESTAMENT TO QUALITY

Australian TR Register members have purchased over 100 engine kits since 1992

### Purchase history by type.

85mm Bore kit Qty 56

87mm Bore standard compression kit Qty 44

87mm Low Compression kit Qty 19

The specially developed Bare-Co pistons should not be confused with average quality tractor pistons supplied in the European agricultural market.

My supercharged 165HP TR has been reliably running the standard 87mm low compression kit for the past seven years. Probably long overdue for another kit as it has had a rough time.

### A final tip!

Do not forget to measure conrod bearing housing bores.

They are often stretched (oval), requiring expensive closing and re-boring of the conrods.

Light weight Carrillo type conrods are the way to take all of that heavy stress out of your engine.

These conrods are not supplied by the register.

**Alan Bare**



A slow tedious process but my TR3A is taking shape!

Bill Russell



## TR2 TS 3269

Triumph TR2 TS 3269 O was built on 21/8/1954. It was Pearl White with a red leather interior and fitted with wire wheels. The car was delivered to Melbourne a couple of months later with four other TR2s. It was one of the first shipments of cars into the country and Doug Whiteford (racing driver) and the Managing Director of AMI Triumph Australia were waiting at the docks as the cars were being unloaded. Doug was taking one of the cars as his racing car, which would subsequently race at Albert Park the following year. The first car to come off the ship was Geranium Red TR2. Doug was head to say "I'm not having a bloody pink car!" So the next car off, a red one, became the Whiteford racing car. Next off was TS3269 O.

This car was kept by AMI for the next 12 months and when it wasn't on display in their Melbourne showroom, it was performing as their demonstrator. After 12 months blonde haired popular local model, Joy Thompson, bought the car with an injury insurance payout. (Joy can be seen modelling a cream TR3 on the cover of Sports Car World a number of years later- page 168 of Graeme Whites book). Joy wanted to use the car in motorsport so the car was entrusted to Harry Firth to make it go quicker. Many of Harry's modifications are still with the car today.

Over the next year or so Joy competed in a lot of events, many of them hillclimbs. The car had earned a reputation for being one of the quickest TRs about. When she had clocked up 1100 miles in the car it was sold to a young Victorian, Ian McDonald. Ian was at the start of a long motorsport career that would see him own and race many desirable cars, right up to the present day. Ian continued to have Harry look after the car and it was raced most weekends and driven to work during the week. Ian commented that the car was very quick and he had no trouble beating the Healeys of the day. He competed at all the usual hillclimbs, Templestowe, Rob Roy and Hepburn Springs to mention a few, and raced on many tracks from the dirt at Tarrawingee to the circuit at Phillip Island. In 1958 he took the car over to Western Australia for 6 months. During this time he came second outright in the 1958 W.A. Sports Car Championship held at the track at Caversham. He had been leading for much of the event but close to the finish the engine temperature started to climb due to the drain tap on the engine block starting to open. He had to back off and was passed by the Negus Plymouth Special just before the end of the event. On return to Melbourne he 'ran' the big end bearings when competing at Phillip Island. Harry decided to run a series of open tubes through the sump with the idea that air passing through would cool the oil. In late 1959 Ian purchased the ex-Elkins TR3, which was quite modified for the day, and continued his racing.

The TR2 was sold to persons unknown however it did appear on the 1961 TSOA Vic membership list as being owned by Adrian Farrell of Camberwell Vic. At this time the car was still in excellent condition.



Nothing more is known of the car until 28/1/1969 when it was purchased by Brendan Kelly, my uncle. In the intervening years the car had lead a rough life. It had been painted a variety of colours and was Vermillion Fire Red, but very poorly done, when purchased by Brendan. The floors were rusted through and the car had been crashed heavily, shortening the chassis on the drivers side by about 2 inches, twisting the chassis diagonally and rolling both suspension towers around. However it still drove and a full restoration on a cheap old sports car was outside what a young apprentice Brendan could afford. So he painted the car cream and its motorsport life continued. It raced at circuits, Calder and Sandown, went up most hillclimbs about the area and competed in dirt motorkhanas and even a night time closed section rally. During the week it served as daily transport to and from work.

This is the time where I first came in contact with any type of sports car and as a young kid, thought the car was fantastic, especially sitting in the passenger seat as it sped around flags in paddocks on the motorkhana courses. Come late 1973 and the TR2 had to be sold as Brendan, now married, needed a 'sensible' car for everyday life- a fate that has befallen many sports cars.

The car is then owned by a gentleman in Mount Waverley (Vic) and then finds its way to another

owner in Werribee. A body 'resto'/tidy up is done on the TR2 but the twisted and bent chassis is left untouched. During this period the car has little use.

By now we have got to 1994 and Register member David Fitzsimmons buys the car and it travels home with him to NSW. The paint looks shiny and David gets plenty of use out of the car over the 23 years. An engine rebuild happens and all the usual maintenance done to keep a car of this age going. In early 2017 the body of the car is starting to show its age and David

enlists the help of a tradesman to refresh the body. The tradesman starts to disassemble parts of the body but it appears as though he is overtaken by his enthusiasm and starts cutting the body up into pieces, obviously with the intention of making new parts.



The body is now cut into 41 separate pieces. Inner sills are cut apart into the two original pieces, the boot rails that hold the boot seal are cut into separate pieces, rear shroud/apron is taken apart and all supporting panels cut off, the engine firewall now consists of 7 pieces with inner guards, front and rear, removed and door A&B pillars cut off. The bonnet and front apron are now the biggest parts of the body. These actions were not what David had instructed and the cost to make it a car again was now into the seven figure range. Some are starting to doubt that it can actually be put back together. David sought the advice and assistance of John McCormack, our president, and scrapping the car was seriously considered.

I had been following the car ever since it was sold in 1973. I had raced, owned and worked on many TRs over the years and had no intention of restoring another car. I thought I had well and truly got that bug out of my system, however when I became aware of the current plight of this car, sentiment took over. A few phone calls later Grant (our son) and I were travelling north to 'bring the car home.'

We had no knowledge of the car's previous history until we started researching so all of that came as a pleasant surprise. The desire to restore the car came from my time in the passenger seat as a kid and my uncle's fond memories of the fun he had with it. I have had a fair bit of experience with TRs and restoring cars and racing cars in general, but the TR2 project was another thing altogether. Most who looked at the pile of bits when we got the car home just shook their heads and walked away muttering. I think some people actually felt sorry for me! Anyway, with the help from my uncle we managed to straighten the chassis, reposition the suspension towers, remove the twist and get all measurements to within one mm or less of factory specs. That ONLY took 6 months but I told my uncle that he should have fixed it properly in 1973!

The body took a bit longer to start. With Covid 19 cancelling all our historic motor racing in March this year, it signalled the time to start the body. As I really had little to start with as a datum point to work from, I ran a string line down the centre of the chassis and started to build the body around that. As the photos show, now in July I have welded the body back together with a new firewall. I have sorted out most panel gaps, with the exception of the B pillars- yet to do, but in the trial build everything opens and shuts nicely and everything is straight and square. A bit more work and then the body is off to the sandblasters.

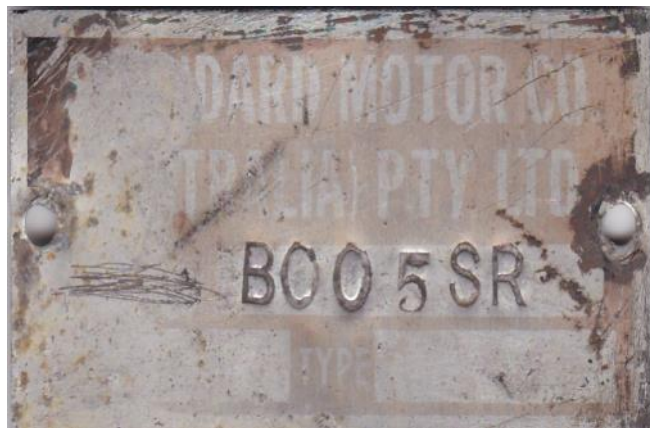
Once I get it back I'll start the bodywork and then painting. Body colour? Cream as I remember the car in the '70s. I will uprate the engine and suspension but I intend to keep this as a road car, the TR3a racing car resto is going on beside the TR2. Will send further photos of the finished product. Hope to be driving by Christmas.

**Geoff Kelly**

## Re article. TR2 TS 3269

Much of this, with more photographs appears on the website Gallery. We received an update the results of which appear on the cover. We decided to feature the whole story.

As part of this Geoff has a strange plate fitted. He is trying to see how this fits into the scheme of things. It is located on the drivers side above the commission plate.



Should you have such a plate fitted to your car please let us know about it. Perhaps a photo/ or simply the number and any other associated numbers

BO 05SR

Geoff Kelly: the kellys4@dodo.com.au

John Pike: toadhall@pnc.com.au

Terry Hicks: editor@tr-register.com.au. .

Front Cover and Back Cover photos from Geoff Kelly

## TRAINS AND PLANES

Norman Goodwin, Ponteland,  
Newcastle upon Tyne

Once it was possible for four of us to catch a comfortable night sleeper in Newcastle with our own car and luggage on board. We would have a good meal and wake up refreshed in Devon. Why not today?

Better still, in 1956 I bought a Triumph TR2 sports car. My wife and I used to leave Newcastle at

7.30am, stop for breakfast en route and get to an airport in southern England in time to drive on to a specially-built car-carrying aeroplane to fly us to Basle in Switzerland. We arrived there in time to have a shower and sit down to dinner at 6.30pm.



The next morning we had the option of staying on in Switzerland or of going on to one of our favourite hotels in France or Italy. Driving through the Alps in an open sports car is a memorable experience. The photograph shows our car being unloaded from the plane. \Why can't we do it today? I am now 93 - still fit, still fishing, still driving, but I do miss the above easy options.

Thanks to Tony Knowlson for forwarding this article from a UK magazine a few years ago.

P.S. Silver City Airways was a subsidiary of ZincCorp/BHP whose head office was in Broken Hill, alias "The Silver City". Ed.



# TR TWINS

Hi Terry

Just a note to mention to you and the TR club members that my car and its “twin” are about to celebrate their 60th year on 12.8.2020.

The owner of the other car is Keith Williams from S.A.

Both cars were built just after 10.30am Friday 12th August 1960 (Friday’s child is loving and giving). Both cars are “powder” blue.


Keith’s car body is 1100278, mine is 1100279. Commission numbers follow in order also.

## A Short History.

I have owned it for 32 years. It has never been restored and has had continuous reg from new. Although it’s had some “botox” over the years, stone chips removed, hood and sidescreens repaired, chrome wires fitted, windscreen rubbers replaced etc including full engine rebuild, it has always been a driven car. (134 380 miles.)

To mark its “diamond occasion”, I have fitted six new instrument lights to brighten up its ambience. These lights are LED globes— “No E 10 screw” from Jaycar.

Ray and Sharon Mullins. Shepparton Victoria.

	<b>Standard Register</b>	Extract from the production records of The Standard Motor Company Limited.
Commission No:	TS 79178	
Type:	TR3-A	
Building Date:	Friday, 12th August 1960. 7.30-9.30am	
Body Shell No:	1100278	
Tyre Size:	590	
Body Colour:	Powder Blue	
Trim Colour & Type:	Black Vynide	
Hood/Side Curtains Colour:	Black/Black	
Delivery Destination:	Australia	
Other Specifications and Equipment:	R M X Nil TC(Black) Dip Left Lights	
Special Notes:		for codes see reverse



Keith Williams’ car and birth certificate

Ray sent this article without a photograph of his car. I then recalled that in 2009 in Central Australia I had taken several photographs. Now Ray always prided himself on never putting the top up. We were in Cooper Pedy where it never rains; but it did. As a result Ray had to put the top on (refer first photo). Of course he was unfamiliar with soft top fitting so he was given a lot of help and advice. With a helpful “heave” from either side up it went ; and ripped open. In the second photo ,“The leaving of Cooper Pedy”, you may see that Ray has one hand on the wheel and the other holding the top up. Yes I did ring Ray about this and he did laugh. Terry



For those who are not fluent in Aboriginal language Cooper Pedy means “White men in holes”.





## RETROSPECTIVE

**AN INTERVIEW WITH GRAHAM BROHAN**

**BY NEIL TRIBE**

**Graham, I first heard your name 16 or 17 years ago. I was attending a Shannons auction where a white TR3A was listed. It was a past concourse winner. Was this your first restoration?**

Yes, first TR restoration. It was previously John Pike's car and he lived in Canberra at that time which is where I live. He received a posting to New Guinea for several years and left the car in care. Unfortunately it was not safely covered and by the time he returned the weather had got in and it was quite damaged. I had hankered after a TR so I bought it from John to give restoration a go. I didn't just jump straight in; instead I did a basic car restoration course at tech. During the second year of the course we could take our cars along so I replaced floors, inner and outer sills and had bits lead wiped so it had no bog in it at all. A friend in Goulburn, who was a spray painter, changed it back to its original Old English White. I also had the interior done in red by a real craftsman. It came up exceptionally well. I like a car to be as good as it can be right to the last nut and bolt...and washer! Anyway it won its first concourse and four after that. I stupidly sold it. By the time it went to that auction at Shannons it had already experienced two new owners.

**Thinking back further, when did you first get interested in sports cars and what was your first acquisition?**

I was brought up on Vanguards and I had a series of them as a young bloke. I got interested in them through an uncle who had Vanguard utes. I went with him when he carted wood and got to know the mechanicals by watching, as kids do. When I got my own cars I enjoyed doing all the fiddly stuff to fix or improve them. In the meantime there was this little black and white picture of a TR which I kept on my shelf so the desire to progress to a sidescreen was secretly there. In the picture the TR had a hardtop and disc wheels. So did John Pike's car so, when he agreed to sell his to me, I had exactly what I wanted. It was 1985 and that was my first TR. By the way, I still have that original little cardboard mounted picture.

**What is it that makes a TR a good project for the home restorer and what skill set has helped you along the line?**

To me the motor, diff, gearboxes and general mechanicals are straight forward and are familiar to me from those early years growing up. Yes, rust can be an issue because, as sports cars, water entry is going to be part of the life of the car but they are no worse than other cars of the era. I have always liked to think outside the square when there is a problem to be solved. I am able to make or refurbish things to original or better often without spending a fortune. When our dollar bought more than the American dollar you could easily and economically bring parts in from overseas. Unfortunately it is the cost of postage more than the parts that make that difficult today so you have to be very creative and persistent to do a good job.

**There must be challenges at times. Which car caused the most head scratching and why?**

The current blue TR that Clare and I use for touring had its moments. It is a TR3. Jack Evans, who I know well, did quite a bit of the work putting the body together which helped a lot. Getting all the panels to the correct shape was a particular challenge as every panel was from a different car. There is a story that when they were originally built Standard Triumph had doors with three different lengths. As each car progressed on the assembly line they had to pick the door that best fitted. This may be a myth but it is certainly possible. Despite the tricky bits, I did enjoy getting it back into shape as this is my specialty. It's a lovely car today; smooth and quiet on the road.

**Somewhere along the line you bought an ultra-rare Vanguard Sportsman which you still own. What is so special about this model?**

I bought the Sportsman in 1975 so it pre-dates all my TRs. I worked for the ACT police in personnel at the time and was ready to move on to my next Vanguard. One of the policemen who worked in the operations room happened to mention to my friend Peter that he was going to buy a Vanguard Sportsman. This was a model I hadn't owned so Peter and I went round to the seller, a uni student and we bought it instead. Turned out it had an interesting history. The first owner was Stan Pearl and he liked cars with a red roof which this car had. It was a display car at the 1956 Melbourne Motor Show and Stan bought it. He

owned it over 10 years from 1956 until 1967. It was then sold to someone else and then to the uni student. It needed work because of neglect but I fixed it up and drove it to work over many years. About 30 years ago I had it repainted and it still looks great. There was even a Sportsman station wagon and, all up, Standard Triumph made around 960, mostly sedans. Only 13 came to Australia and there are one or two running around to this day. I believe a bloke down near Deniliquin has the remains of at least three.

**A restorer must develop contacts. Do you farm any of the work out to others?**

I never do the painting or upholstery as these are best left to the professionals. Steve Gallagher in Goulburn is a highly regarded motor trimmer. He does cars for Summernats plus lots of other old stuff. Ross Kerslake in Melbourne is a great contact for hard to source TR bits. I love the skills of people who can roll guards and create other new panels but this work is costly so I try to get TR originals and, so far, I have been lucky. You are always looking for new contacts as people come and go. This is one of the main challenges for all car restorers.

**There have been many projects in a variety of colours. Can you list a few and explain how you decide on the body and interior combination?**

(Laughs). I just look around and get ideas. Some of my cars came already done so that makes the decision easy. In order, these are the cars I have restored:

TR3A Built for concourse so returned to original white with red interior. Sold.

TR3A Yellow primrose with red interior already done when I got it. Sold.

TR3 Oxford Blue with beige interior/seats and matching blue piping. I saw this on an old Rolls and decided that was the next TR colour combo. Couldn't be better, I still like it.

TR3 Red with brown leather already done when we got it. This is Peter McEwan's car.

TR4 Aubergine with hints of blue. We changed the upholstery from black to biscuit which is a much better combination. Sold.

TR4 Triumph Racing Green with black interior. Current project. Will stay the same.

**I understand you recently completed and sold a TR4 and have just commenced another one. Does this represent a new challenge or simply a new direction?**

I like to be busy and cars come up or maybe I'm looking for one. Generally, if a car looks like a fair option I go for it. It's just circumstances, not a new direction. TR4s are nice and usable with wind up windows so these are an appealing project. I'm mostly retired but I do some work for a container mob. The work waxes and wanes so I just fit it all in. I mostly enjoy my family and grand kids along with a few social events with friends, just like lots of other people.

Graham was interviewed at his home in Canberra.



**Judging Concours Toowoomba 2010**



**Personalised initials.**

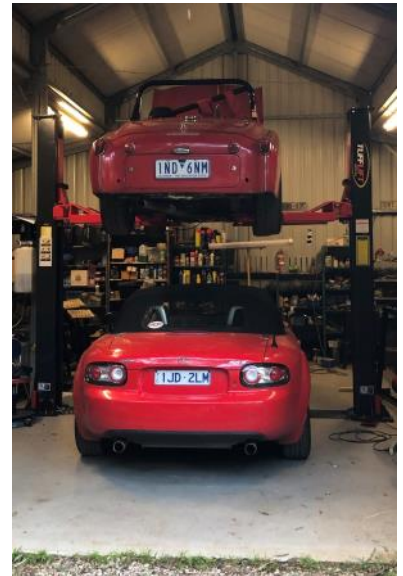
# COVID CAPERS

Some of the changes made since the lockdown has taken place.

1. I bought a two poster hoist for the barn from Tufflift. It's great, the installation was easy and I'd recommend Tufflift for sure. And it's so good to be able to work on it at wherever height you need.

2. I sent Sabrina to Peter the Perfect Panelbeater at Bunyip Panels. SO now the dented rear guard is fixed, clearance problems have been resolved and the front panels have been cleaned and resprayed. So no more stone chips, no more blisters, the old girl has never looked better!

3. Around the house jobs included a 100 bottle wine rack. It's freestanding but mounted on the wall for safety.



4. What a lot of big holes to drill!! So this justified my purchase of a new pedestal drill – This one is from Hare & Forbes, cost about \$450 and works a treat!!



5. My wife, Danute, is disabled and can no longer get in the swimming pool. So I used a small truck crane to build a person lifter to raise and lower her into the pool. NOW all we need is for the rain to stop and the ice to melt in the pool! Winter in Drouin is so much fun!!

6. Equally, Danute can't get around our property in a normal wheelchair – mud, long grass and rough

tracks mean you can't push a chair with skinny wheels anywhere. So I put together an all – terrain chair. It has plenty of clearance and has Ackerman steering so that I can push and Danute can steer it by the tiller. The tiller and the footrest remove for getting in and out.

So the COVID crisis continues! Next is a variable height tool and parts caddy for working under Sabrina while she is on the hoist and also I have purchased some mouldable carpet. I've hated my tatty transmission tunnel carpet for years – now I can mould my own and hopefully have a nice carpet inside.



That's about it – stay safe to all,

Bill Revill



## SAPPHIRE COAST CHAPTER

Very little to report as everyone has been keeping close to home during these uncertain times.

The cancellation of the ACT Christmas in July event was very disappointing but sensible decisions have to be made.

Wednesday coffee mornings are still well attended with Sidescreens and friends in other classic cars, we even allow MG owners to sit with us.

Stuart Baillie is working through the usual gremlins associated with newly restored cars but with his usual determination they will all be resolved.

The Sapphire Coast Chapter meets every Wednesday morning at Blend Café in Tathra from 9.00 a.m. visitors are welcome.

Bob Watters



*Sapphire Coast Chapter Sidescreens with friends.*

*Note the cloudless sky on a typical winter's day.*

## VICTORIAN REPORT

### Past Events

**Dodgy Dan**, our intrepid leader has really mucked (may be that should start with an F) things up good and proper. Like most Victorian TR members I have not had the TR out since March, but that does not mean we have been idle. We have continued our Zoom Catch up Chats every fortnight and have now had nine in total. More people have joined the group with 16 attending the last meeting. We have been asking some of the participants to prepare a talk and picture show on various topics which we think will be of interest to members. So far it has exceeded our expectations and people are coming back for more. Some of the topics include:

David Orchard on his TR2 race car. Previous custodians include Laurie Cousins, Mark Stuckey and Geoff Kelly. David gave a great presentation talking about what he has done to make the car quicker including a new billet crank (\$\$\$\$), forged pistons and conrods, bored to 2213cc, light weight lithium battery, 2 inch Jag SUs, shim set for front bearings and better brake drums. All this got him a few seconds a lap. Thanks David

Frank Cleary showed photos of his TR4A Dove restoration, one of the 9 TR4A's converted by Harringtons. The finished Dove is a testament to Frank's attention to detail. A beautiful job.

David Graham on his car collection which includes a 1927 Dodge his grandfather owned. David did the whole resto himself over a decade or two and has even restored extra carbies and generators instead of sending them to scrap. David also has a TR6, a 3 litre V8 Stag and a TR3A. David maintains all the cars himself.

Gavin Rea showed us his recent TR4 resto acquisition and his progress in the dismantling and stripping of "tar" from the engine bay of this TR4.

David Ferguson took us through a pictorial resto of the body of his red 3A.

John Johnson showed us the progress on an early Mini he and his son Ian are doing together. Ian has editing skills and presented some of the resto in superfast motion.

I did a presentation on my Covid jobs including the conversion of my carport into a garage using glass bricks to fill in some of the open walls and a fern house using some old industrial gate posts I got from the tip for free.

I put a call out to Victorian members earlier this week to solicit some Covid projects and the following is the result. Thanks to all those that took the time to submitted their projects.



### **Ross McKinnon - And now for something completely different.**

I have been a keen cyclist for many years and currently own several modern bikes. With the 3A ready to go but unable to use it because of the Covid 19 restrictions, it remains resting in the garage for another day. Because I enjoy working on mechanical things I thought that I would look for an easy rebuild project whilst under lock down conditions. I thought ah I will rebuild a vintage bike. Vintage meaning any cycle built before 1990.



After searching Ebay and Gumtree I found a couple of suitable prospects which I bought. Why two you might ask? Well I felt that I would make one out of the best the two.

Within half a day I had dismantled both and did a stock check. Choosing the better frame I used paint stripper to go back to bare metal. Yes, I could have taken it be sand/bead blasted, but quotes of around \$120 were beyond the budget. Any way my labour charges are very moderate, read nothing, so after about a days work I had a nice shiny steel frame and forks.

Next decision was how to paint it. I spoke to 4 powder coating firms getting quotes ranging from \$80 to \$200. Too expensive. Option 2, do it myself. I thought that 2 pack produces a harder tougher finish than single part paint. Off to Complete Paint supplies. Their sales guy confirmed that 2 Pack would be best, so bought Thinners, now called reducer, hardener, primer/undercoat, Bright White paint, Mask, w&d sandpaper, masking tape and off home to begin.

The undercoat was in a pressure can which was easy to use and dries in about 20 minutes. I have done a lot of spray painting over the years, but never with 2 Pack. One has to be careful in mixing the ratios of paint 1 part, hardener 50%, reducer 10%. I found that 2 pack hangs in the air longer than Dulon (an older Acrylic based material), which I have used many times. 2 Pack takes round half an hour to be touch dry. The 2 Pack does give a higher gloss of the gun, but has a pot life of only about 6 hours, so one needs to be careful on the quantity mixed to avoid waste. Also gun cleaning is far more critical than acrylics.

I left the painted frame and forks for several days to harden. Then began the re-assembly. The front and rear derailleurs, chain rings (the big cogs on the pedal cranks) were a bit ordinary and were replaced. The cables, inner and outer, for the brakes and gears were also renewed, as were the frame brackets. I replaced the handle bar tape, polished the Chrome handlebars and wheel rims, cleaned the rear cassette (gears on the rear wheel). All bearings were renewed, and adjusted the brakes and gear changes. All very simple, but I really enjoyed the project, certainly much easier and quicker than restoring the 3A. Another advantage is that bikes take up much less space than cars. Would I do it again if the lockdown goes on for months which in Victoria seems very likely; yes. I did learn a few short cuts for the next one! Surprisingly, Vintage bicycles seem to be going through a revival. Expect to pay around \$100 to \$200 for a re-buildable bike, and spend say up to \$200 for parts, depending what you need to replace and the standard of finish you aim for. Spare parts are readily available either locally or from overseas. Just use the web. I always enjoy the challenge, but am looking forward to the ride.

Ross McKinnon. Member No 16.

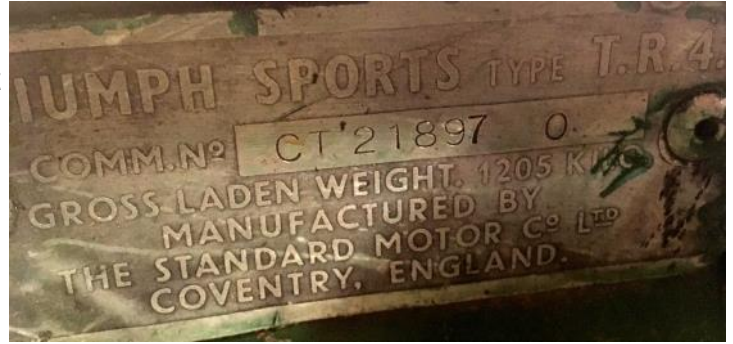
### **Brian Reid - Some time ago I was talking to a bloke**

who was replacing a window for me. Discussion got around to TRs and he told me that years ago he or his father had bought a TR4 in S.A. After getting it to Melbourne and driving it around the block, it was fork lifted to the top of his factory warehouse shelving and sat there for years. He'd just retrieved it because he'd sold the business – and put it in shipping container (at the front end - first in/last out!).



I told him the story of the Australian assembled TR3s which cynics have said used up the surplus

drum brake front ends after Triumph switched to disc brakes. He didn't think that was true. He said his TR4 had drum brakes. I challenged him and he told me he'd been a mechanic and knew the difference! That's where it's been for a couple of years (a) because he couldn't get to the car in the container and (b) because he's had a bit of a fight with cancer. A couple of months ago he sent me the attached photos. They show front end drum brakes, a commission plate with CT 21897 O and TR4 – and the last one, a TR4 wing. How can it be explained? I can't imagine anyone retro fitting drum brakes. Over to you!!



**Graeme White -**

**Subject: Inner peace during the virus crisis**

I heard a Dr. on TV say, to get through the boredom of self-isolation we should finish things we start and thus have more calm in our lives. So I looked through the house to find all the things i've started but hadn't finished...so I finished off a bottle of Merlot, a bottle of Chardonnay, a bottle of Baileys, a bottle of wum, the remainder of Valiumun scriptuns, and a box of chocletz. Yu haf no idr how feckin fablus I feel rite now. Sned this to all who need inner piss. An telum u luvum x

**Tom and Jan Rowe – Our Triumph TR3A is turning 60** We purchased this car from Jonathan Cowcher on 18<sup>th</sup> March 2007, with the Registration No. OQU393. Commission No. TS81485 O This car was manufactured on the 16<sup>th</sup> or 17<sup>th</sup> November 1960 and was shipped from West Gladstone Dock, Liverpool on 2<sup>nd</sup> December on the SS Gloucester bound for Standard Cars, Melbourne. The car was originally owned by R G McWilliams of Maidstone with the Registration No. HKC 917 on 12<sup>th</sup> June 1962, it was transferred to O K Mc Williams of the same address on 10<sup>th</sup> September 1962, then sold to R C Cowcher of Ivanhoe on 29<sup>th</sup> November 1962 as a 10<sup>th</sup> wedding anniversary gift for his wife. The car has been re-registered twice before we purchased it. The first in 1986 – CSX 298, then in 1997 – OQU 393, in each case remaining in the Cowcher family.

After purchasing the car I arranged for the registration be changed back to the original HKC 917. This was changed to Club Plates – 00469M on 4<sup>th</sup> April 2017.

**Future Events** – Nothing planned for the cars but Zoom meetings to continue.

Happy TRing – Gary Waite – Acting State Coordinator



**Gary's converted carport.**

## **STRANGE BALL JOINTS**

Strange ball joints, delays, a helpful triumph owner and almost ready for the body to go on.

I purchased some new TR6 ball joints and they turned out to have hole centres that don't match the TR6 control arms. Will exchange them and try again.

Getting parts has been slow and confusing, but i suspect that's most peoples experience.

David Sippel kindly helped me out with a spare vertical link and some helpful advice.

The chassis is booked to return to The Classic Factory on n 1 Aug for the body's final prep and paint.

Very exciting times.  
Rowan Burns





# TASMANIA REPORT

The cancellation of the Stanthorpe 2020 National Meeting was a disappointment of course but as COVID-19 rolled on through June and into July it wasn't unexpected and was probably a relief to put the uncertainty to bed. This year we had four members plus partners ready to attend. I had a more leisurely trip planned travelling up the eastern seaboard up to Bundaberg and returning via Stanthorpe but next year now perhaps.

We have been a bit more fortunate on the island with a relaxation of the earlier lockdown rules for locals and as a results some of our cars are getting a regular run. John Kay and Jeff Mount are often out in the pair of green 3As seeking a caffeine fix and occasionally swapping them for the 4A and E-Type. David Pearce joined them in the 3A for a run down to Campbell town in the Northern Midlands going via the back roads west of the Midlands Highway and also for a run down to George Town at the mouth of the Tamar River then returning across the Batman Bridge and north to Beauty Point before turning south for Launceston with a lunch stop at Burt Munro's Café at Exeter which is a motor cycle themed eatery.

Some cars have been off the road. Hugh Maslin is into a restoration of his white TR2. Initially I think it was to be a cosmetic tidy up with some body repair and paint in time for the drive to Stanthorpe but his body man had other ideas and suggested that the body should come off. This has enabled the chassis to have some repair work done including a realignment of the LH suspension tower before being abrasive blasted and painted. Chassis is now back and suspension is being re-bushed. Some body repair work has also been completed including fitting a battery box which was picked up at Kilmartins, Ballarat during the last National Meeting.



The Peerless is soon to receive a new radiator. After another crack developed in the top tank I decided to go for a new custom made aluminium tank fabricated locally, with a core supplied from QLD, in a likeness to the original and equipped with two fans. The exhaust manifold has been painted with VHT flat aluminium and gaskets have been replaced.

Martin Osborn has been waiting on a pair of early MX-5 seats to be fitted to his 3A to improve his and Daphne's comfort on the long distance trips. As well he is replacing his instrument lighting with some LEDs. I caught up with Martin and Daphne during the last weekend of July at the Eastcoaster near Orford where the Triumph Owners Tasmania Inc had an overnigher. Good weather( for us) prevailed and 3 Triumphs came, a white over red Herald 12/50 Coupe, a green TR6 and the primrose TR3A plus other makes. The 3A ran well for the return trip of 240 miles.



This epistle started with a disappointment and now I have another to finish with. Late July I picked the Summer ( June-July) issue of Triumph World and 2 pages in I learnt that this was to be the last issue of the magazine in its current regular – frequency. The first issue was April-May 1995 and another 175 followed. If I can't buy TW anymore looks like I will have to go back to No. 1 and start reading them all over again!

Coming Events – September 11<sup>th</sup> to 13<sup>th</sup> 2020 Between now and then should be able to organize an event such as an overnigher somewhere on the island and pretend we are in Stanthorpe. Stay safe, stay sane.

David Pearce  
Tasmania Co-ordinator

## QUEENSLAND REPORT

We have enjoyed a couple of runs since we were let off the lead by Qld restrictions. Paul Bingham re started his first Sunday of the month run at the beginning of July which was well attended by TOSA Qld and Register members. It was a good run thru the hinterland of the Gold Coast ending with a picnic lunch at Lower Beechmont which offered panoramic views of the coast and the lake formed by the Hinze Dam. rare event for Qld but bad weather forced the cancellation of the run on Sunday 26th July but it will keep.

With the cancellation of the National Meeting at Stanthorpe we are organizing a run for that same week to Mackay hoping to meet up with members living north of Brisbane. Plans have yet to be finalised but if any members in Northern NSW are interested and allowed across the border they are more than welcome to join in.

September					Motel	Room Rate
Saturday	12 th	Brisbane	Chinchilla	4 hrs	Great Western Motor Inn	112
Sunday	13 th	Chinchilla	Biloela	5 hrs	Biloela Countyrman Motel	135
Monday	14 th	Biloela	Emerald	4 1/2 hrs	Western Gateway Motel	145
Tuesday	15 th	Emerald	Mackay	4 1/2 hrs	Ocean International Hotel	145
Wednesday	16 th					145
Thursday	17 th	Mackay	Gladstone	5 hrs	Harbour Sails Motor Inn	115
Friday	18 th					115
Saturday	19 th	Gladstone	Hervey Bay	3 1/2 hrs	Tower Court Motel	125
Sunday	20 th	Hervey Bay	Brisbane	3 1/2 hrs		

Hotel rates taken from booking .com and all will allow free cancellation with no prepayment Take a look and any alternative hotel choices please advise asap before end of this week May get better rates if I deal direct with hotel when I have confirmed numbers DO NOT BOOK UNTIL HOTELS HAVE BEEN FINALIZED  
**Peter**



Hello Terry and Jenny,  
On Sat 30th May the Qld gov. declared that we were allowed to drive up to 150Km from home, so Carroll and I set out for Tewantin on the Noosa river at the invitation of Warren and Gail Evans. It was a fine weekend and on Sunday Geoff James and Kay joined us for an enjoyable tour of the local hinterland.

The three 3A's, drivers and co-drivers, performed faultlessly, as you would expect , and after an hour or so and a few miles of gravel road we arrived at the James M McKane memorial park for a splendid picnic lunch, prepared by our hosts. The park is high on a hill above Cooran with a view back to Noosa Heads in the far distance.

Regards  
**Howard Prior**



Hi All  
Hope you are all well and safe  
First Run in Queensland in Coronavirus Style  
Keeping our distance in the TRs  
Great to see rain TRs loving the cool and wet  
weather and their owners keeping dry

Regards  
Paul Bingham  
0419 740717



### **Fast Break or Breakfast?**

This has more to do with relationships and the accepted roles in the household and what happens when this is disrupted because of injury and the outcomes can be humorous because a few weeks ago Joyce broke her left ankle and after an operation to plate and pin the break will be in plaster for 6 weeks with limited mobility in a high set house.

I must point out that Joyce was the innocent party in all of this. We were looking after our daughters Labrador following an operation on the dog's leg and the dog had to be kept on a leash to be toileted and was not allowed to run or exercise for some weeks. To cut a long story short, our 2 cats do not like the dog and during one of these toileting exercises they ambushed the dog and the dog did a bolt and took Joyce for the ride.....hence a broken ankle. Suddenly most household duties are now carried out by the now most capable adult in the household.....me. This suddenly gives you more say and power in what gets done and how it is done.....this includes Cooking [I do this already], Washing, Cleaning, Shopping, Showering, and general other duties. The daily timing of these duties having been established over years now goes out the window because I am in charge.....did you hear that I just got a reminder from the lady in the other room watching TV with her leg raised on a cushion under doctors' orders that the washing has to be hung out but as it is an overcast rainy day it will all go through the bloody dryer. I will still separate the whites from the dark ones and do separate washes but under some protest. How many pegs are needed? Most clothes can be hung out on the line with only a few pegs and undies with only one, sheets and towels do need more but the trade off is that I can fold these any damn way that I want to so there. Ironing.....I had a look at the iron and it has no on off button and seems to leak water and the cord is twisted so this is definitely a serious electrical hazard and will be avoided for 6 weeks. Cleaning and vacuuming is done on the go and is usually done on Tuesday before the Grand kids arrive and is sometimes done more often as I am sometimes just in the mood. Making the bed.....forget it as allowances have to be made for a plastered leg.....that's my excuse. Shopping is accomplished in record time and that is enough said.

Believe it or not this is the time for cleaning up and throwing all of that junk both upstairs and down stairs that has accumulated for years and includes car parts as well. Several loads have gone to charity and even more in the rubbish bin.....Her resistance to these actions is low so now is the time to act.....30 pairs of shoes have gone, yes, yes it is so. I was throwing out some cat food boxes and one of them rattled.....I had found her secret stash of chips, lollies, and chocolate.

We have just come back from the Royal Brisbane Hospital where Joyce has received excellent treatment and on three visits have spent no more than 2 hours at any one time. Today the doctor suggested that if cannot keep off the leg completely he could hospitalise her for that period. Not a good idea and the next time she says that her cuppa is cold I will remind her of this option.

Cheers  
Bob Fast

## NSW REPORT

Well, as we all know there is little to report, mostly virus-driven.

We managed to get in 2 coffee runs – the bigger one being the Pie in the Sky where we saw 8 cars & their passengers enjoying a beautiful morning. It was evident by the time we spent there that there was quite a bit of catching up to be done.



The other one was the normal Common Ground @ Picton which was relocated to the Camden Valley Inn & the usual suspects were in attendance.



Hopefully, we can repeat these in August, but that is out of our hands.

We got desperately close to the 3-day event – Xmas in July, but “non-essential travel” as well as the ability for us to enjoy meals together contributed to this event being cancelled. It is a pity as Kerrie Holliday put in a mountain of work into this, but whilst cancelled it will be on again next year.

There is a day run planned for 11th August to Windsor, & again we won't really know if that will happen until nearer that day.

The 6 day run in lieu of the Concours has been planned meticulously, again by Kerrie, & hopefully the lights will all be green by then.

In the meantime stay safe out there.

Regards,

Andrew Ross  
NSW State Coordinator.  
Mob: 0412 274 635

Sydney Vintage Car Restorations, now at Crookwell NSW, has been trading for 40 years. To celebrate we have put together a presentation. Please follow the link below.  
Shannon Skidmore

<http://www.svcr.com.au/celebrating-40-years-1>

Look carefully and you might find a little blue TR3A

# **TR REGISTER NSW SEPTEMBER 2020 TOUR**

## **IN LIEU OF THE NATIONAL MEETING**

### **Day 1 & 2: Friday 11<sup>th</sup> and 12<sup>th</sup> September to Bathurst**

Beginning in Glenbrook, we will travel to Leura for morning tea, to Mayfield Gardens for a visit and lunch, and to Bathurst overnight. Visit the Bathurst Rail Museum, Bathurst Regional Art Gallery, Chifley Home and Education Centre, or the Australian Fossil and Mineral Museum in the afternoon. The following morning we'll visit the National Motor Racing Museum at Mt Panorama, have a track run and then visit Chris Olsen's Farm for Regalia shopping in the afternoon. We will be in Bathurst again overnight.

#### **Bathurst Heritage Motor Inn (Queen room)**

02 6334 3433 \$150 per night (Lisa)

Includes buffet breakfast & a drink with meal purchase at RSL

### **Day 3: Sunday 13<sup>th</sup> September to Parkes**

We will travel from Bathurst to the historic National Trust-listed Carcoar for morning tea, onto Canowindra, and then to Mc Feeters Motor Museum at Forbes, and to Parkes overnight.

#### **Henry Parkes Motor Inn (Queen or King room)**

02 6862 4644 \$125 (James) Breakfast additional- around \$10 cold/ \$15 hot per person

### **Day 4: Monday 14<sup>th</sup> September to Coonabarrabran**

Before leaving Parkes, we will travel to the Observatory for visit & morning tea, then travel through to Wellington, to Dunedoo silo art and lunch, and stay at Coonabarrabran overnight. Visit the Siding Spring Observatory, Crystal Kingdom or the Australian Museum Diprotodon Exhibition in the afternoon.

#### **Acacia Motor Lodge (Standard room)**

02 6842 1922 \$145 (Bob) Includes continental breakfast

### **Day 5: Tuesday 15<sup>th</sup> September to Tamworth**

After leaving Coonabarrabran we travel to Gunnedah silo art, to Barraba silo art, to Oxley Scenic Lookout -just 1.5km north on town, and onto Tamworth overnight. In Tamworth perhaps choose to visit the Australian Country Music Hall of Fame, Power Station Museum, Bicentennial Park, or the memorial to the Australian Light Horse.

#### **Quality Inn Ashby House (Queen room)**

02 67620033 \$133(Kay) Additional continental buffet per person \$16/cooked \$20

### **Day 6: Wednesday 16<sup>th</sup> September to Hunter Valley**

Leaving Tamworth, we travel to Merriwa silo art, then through the Upper Hunter Valley town of Denman for lunch, and onto Pokolbin. In the afternoon choose to visit some wineries, the Chocolate Factory, the Cheese factory or the Hunter Valley Gardens.

#### **Harrigan's Irish Pub (Studio King)**

02 4998 4300 Reception \$160 for one person / \$175 for two people Includes breakfast

### **Day 7: Thursday 17<sup>th</sup> September Homeward bound**

We will visit Morpeth for lunch on our way home today.

There is something for everyone....car museums, gardens, silo art, brilliant country driving roads and more.

So if you intend to join the tour, please **book** ASAP with the individual motels **yourself** using the reference TR Register NSW carclub and let me know- on my mobile 0407498506 or [kerrieholliday@hotmail.com](mailto:kerrieholliday@hotmail.com), so that I can manage group reservations .

There are already 10 cars booked and covid willing, we will have a great time away.

Kind regards,  
Kerrie Holliday





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