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# *Sidescreeen*

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**JOURNAL**  
OF THE  
**TR REGISTER AUSTRALIA**  
**NO. 131      FEBRUARY—MARCH 2024**

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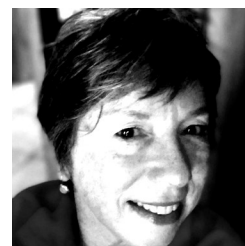
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What's new for you in 2024? Resolutions? New TR projects? More outings in your car?

In the spirit of looking forward, and considering possibilities - this issue has a bit of a future focus. After reading the results of the member survey, reports and contributions in Sidescreen #131 discuss club challenges and propose ideas.

I too, have made plans. Sidescreen is going to have regular features. These include:

- Car Club Chat - information grabs of interest to members
- Canberra Concours updates
- What's on the (new) website

On the technical front - I asked, you answered! I am pleased to include new technical submissions in this issue. So much has come in that I have had to forego the technical encore this time!

Do you have Concours plans for 2024? Consider a visit to our nation's capital. Canberra Concours details will continue to be updated—in Sidescreen and on the website.

My assistant editor (Scout) has not had much input lately. He's too busy rounding up our chickens and taking dips in the river. I will have to have a word about his editorial responsibilities.

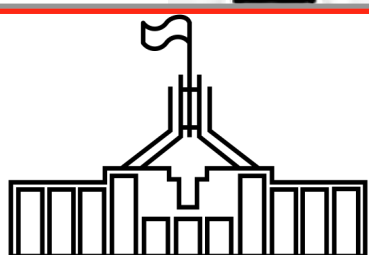
## New website launched

Read the latest update p8



## Future focus: Hydrogen power

Article, p12



Canberra Concours 2024



*Mary*



& Scout



# PRESIDENT'S *message*

Welcome to 2024. I hope it is a great year for everybody.

In my role I am in contact with a lot of members and, in particular newer members, who contact me about the club or their cars. In the past few months my communication with some newer members has given me an early insight into what is possibly the next generation of TR owners and TR Register members.

There seems to me to be two streams of new TR owners. There are those who have inherited their cars and their interest in TRs from family members and, secondly, those who are totally new to TR or classic sportscar ownership in general.

My experience over the past couple of years indicates that the latter group could well be the majority. If so, this will present the Register with some challenges and opportunities.

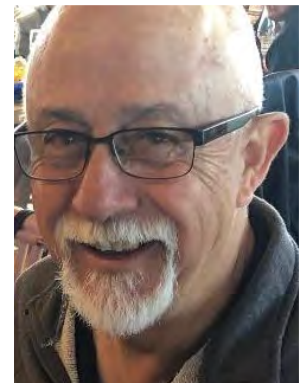
## **Challenges & opportunities**

Until quite recently, many - maybe most - TR owners have had some experience and skills in working on and maintaining classic cars. Many of us were brought up with British cars early in our lives and have learnt from a young age how to keep them going. We currently have quite a few members who regularly help others out, teaching and guiding them with various repairs and maintenance.

Where owners didn't do their own maintenance there were a few mechanics around with the skills to maintain the cars for them.

The newer generation of TR owners appear to have bought a TR because they like the look and style of the cars (who can blame them) but they know little or nothing about how the TR works. They therefore tend to rely on outside help to maintain and repair their cars.

Unfortunately it is no longer that easy to find mechanics who have the necessary skills. Mechanics of today are not adequately trained on carburettors, distributors, regulators and the like, let alone niceties like steering boxes. Members have told me of taking their cars to a garage and being told "we can do the job" only to get the car back unchanged or indeed worse than when it went in. In Sydney a key Triumph specialist has told me he is retiring in the next couple of years.



## **Changing demographics**

If my perception is reality, these changing demographics will have a substantial impact on the nature of our club over the next five to 10 years. Instead of a bonnet being raised and half a dozen knowledgeable heads analysing and fixing the malfunction, members will be looking for RACV /NRMA / RACQ phone numbers. (A bit like what you see at a Healey Club run now ☺).

## **Sustainable solutions**

If we want to continue to see TRs being used and our club to thrive, we will need sustainable solutions. While our current members can (and I hope will continue to) pass on their experience and hard earned knowledge, this is only likely to be a medium term solution.

Of course all classic car clubs will be in the same situation so it might be something that the umbrella associations like the CMC, AOMC and HMA should be looking at. The Committee will add this to their list of things to do.

## **New website**

The other important matter I must mention is that the new website will be available to the membership by the time you read this. It is a significant achievement and while very useful in its current form it has growth potential for new and improved communication to members and non-members.

There will be an email to members on the new website so I won't go into detail here. On behalf of the members, thank you to those who have worked on this project. In particular to Ross McLeod who has worked tirelessly to deliver this outcome.

**On a personal note**, I have sold my red long door TR2 and am delighted it has gone to John McCormack in Victoria.

Young John (to differentiate him from me) is the ideal next custodian of this very nice little car. He assures me he will get the car out and about at Register events and that it will be at the Canberra Concours, circumstances permitting.

That is enough from me for this Sidescreen. Sue and I are very much looking forward to the NSW runs in 2024.

All the very best wherever you are.

Get the TR out as often as you can.

Cheers

**John McCormack | President**

TR Register Australia



## **BIRTH CERTIFICATES**

Need a birth certificate for your car?  
Contact Bob Watters, Secretary  
(contact details page 2).

*Save the date*

## **NATIONAL CONCOURS CANBERRA 2024**

1-6 November

## **VICE PRESIDENT'S** *Report*

Ian  
Cuss



Welcome to 2024! I trust that we've all had a wonderful festive season.

This month I was going to cover off on the Murn Mitchell trophy. However, I have a few things that I would like to share with all of you and I hope that you find them enlightening. The trophy explanation will continue next month.

### **Website work**

You will no doubt have already experienced I hope, the new website. Thanks to Ross McLeod, the committee members and volunteers who have so diligently been working on it. Please embrace it. Play around with it and as we continue this year, join some of the Q and A zoom meetings we will run.

Tracey and I just returned from our annual grandparents' grandchildren pilgrimage to Tathra. While there, we caught up with Bob and Cheryl Watters and Rick and Joan Fletcher. A great afternoon was spent eating, consuming a few alcoholic beverages and just a lot of general chitchat. Great to see all of them. Bob plied me with some traction magazines from the TR register in England which I buried my head in when I could. Looking after a five and a nine-year old keeps you on your toes.

### **Where to from here?**

One article caught my eye. It was sent in by one of the club members, entitled "Where to from here." This member was enlightening everybody about the issues that all clubs have, with the aging membership base and not many young people coming in to take over the running of the club. What is the solution?



## **Attracting younger members**

The UK have a Youth officer who holds regular meetings which helps introduce younger people to the club. Our club is no different. So I call on our younger members to have a think about joining the committee. As we are getting more mature in mind (maybe not in actions), we will start to reduce our workload in the club and we need fresher, newer ideas. So come on young members - step up and see where you can take this wonderful club.

The one thing our club differs on from the rest of the TR fraternity, is we only have Sidescreen cars. I have banged on before, but strength is in numbers and we need to get younger members who have or are, more interested in TR 4,5,6 or 7, to bolster our membership.

The UK member also mentioned our cars. Are we looking at parking them as either electric or hydrogen take over? Or, are we to investigate how we may be able to convert them to electric or hydrogen? Our Sydney member Daryl Dobe's article about hydrogen use (in this issue) is worthy of consideration. I also read about Honda, BMW and Tractor manufacturer Fendt having spent a lot on hydrogen development. Honda and BMW are moving away from electric as it's not sustainable. We all know here in Australia, electricity is going to be something that we cannot realistically continue with.

## **Mighty engines**

While on holidays I was reading a book by Sir Edmund Hillary: "View from the Summit". I am very interested in Nepal and Mount Everest along with the explorers to Antarctica. It is interesting reading. A little known fact is that in his 1955/56 South Pole expedition they used three Massey Ferguson "TEA20s" with cabins and halftracks towing supply sleds. These tractors were then sent back to Norway and fitted with full tracks for the 56/57 expeditions to more uncharted parts of the South Pole. These tractors operated in minus 50°C some of the time. On one journey they covered forty-eight miles in 14 hours and over the 96-mile total journey consumed fifty-four gallons averaging one and three-quarter miles per gallon. In that journey one generator failed and a fuel line froze but was fixed with a blow torch. TRs have modified TEA20 engines. Amazing what our little engines can perform.

## **Thank you**

Finally, I would like to give a thankyou to Julie Oliver. She attended the 2018 Adelaide Concours with her late husband Richard (Queensland member). She was so taken with the sea of colour of the display she said, "Wow - it's a rainbow!"

This was the inspiration for her to make a lovely rainbow quilt and raffle it at the Stanthorpe event, which Tracey and I won and have the benefit of using on those cold travelling days. It was a lovely prize and we thank Julie for keeping the register and members in her heart.

Until next time

Ian

**Ian Cuss | Vice President**

Next issue:

## **Murn Mitchell Trophy**

Find out about its origins and who it is awarded to each year.



# SECRETARY'S *Report*

Bob  
Watters



A belated happy new year to everyone! The passage of time certainly doesn't slow down in this modern age.

I suspect most members have made well intentioned new year resolutions to improve their personal life. However, why not resolve to become more involved in the club? Whether to just attend more events or to become really involved and join the committee.

The AGM will be held on Tuesday 18 June (full details will be included in the April *Sidescreen*) but it is not too early to consider how you can become more involved.

Talk to a committee member (there is one in every state apart from WA), about the great satisfaction from being part of the team that manages the club on behalf of all the members. Alternatively talk to your State Coordinator about events in your area or even suggest a run and assist with the planning. Your input will be welcomed.

As everyone would have noticed, the survey results printed in the December-January *Sidescreen* highlighted the majority of club members fall into what can be politely described as the Senior Citizen demographic.

This is true of the committee and new and younger members (of both genders) need to become involved if the club is to continue to be so successful.

Consider how you can become involved. Your club needs you.

**Bob Watters | Secretary**

## VALE *John Muddle*

Brian  
Richards

Members of the TR Register were shocked and saddened by the sudden death of John Muddle on December 8, 2023. I first met John and his wife Joy at the 2001 Concours held in Canberra. It was John's first Concours, their first real outing with the TR Register, and a sign of things to come. John was a retired High School Principal and during his career he had met and got to know Rick Fletcher, a TR register stalwart.



John was a car man from a very early age and had raced many types of vehicles up to Formula 2, and won the NSW State Championship. When John retired from work he thought he should buy a sportscar. He had had a long association with MGs. so that was where his inclinations took him. The thing was, however, that he knew Rick and Joan Fletcher very well. After some coaching, John finally settled on a white TR 3A from Cooma.

John and Joy enjoyed the friendship and kindred spirit of the TR Register members and from that first Concours in Canberra John and Joy attended every Concours with the exception of last year in Stanthorpe. They only missed this Concours due to a medical event. Any TR tour they could get to, they took. Also during John's membership he contributed to the running of the club and he and Joy successfully managed the Regalia for a number of years.



John once told Bob Slender that buying the TR upon his retirement changed their life. It enabled them to experience travel and events with like-minded people. Gwen and I, along with Bob and Rhonda Slender, enjoyed many a tour in the company of John and Joy. We always enjoyed each other's company and our cars always made it home.

John was a man who would always give you time, and would listen to you. He will be sadly missed.



# WEBMASTER'S *Report*

We are pleased to see the new website emerge, after much work in the background. When you visit the site for the first time, you will notice that the landing page looks very similar to the original one. However, that's where it ends.

## Improved functionality

The new site has a lot more functionality behind it, that you as members will benefit from. These include managing your own advertisements (for sale/wanted items), technical articles, event registrations, gallery page, your profile and your purchases.

I encourage you to look around the site. Click on things and see how they work and how things are organised.

## Your first visit

When you first visit the new website - it will look the same. However, **you will not be able to log in the same way.**

Below are the instructions to log in for the first time. These are also available on the website, and we will run some zoom sessions to walk you through this and other new things.

## Logging in for the first time

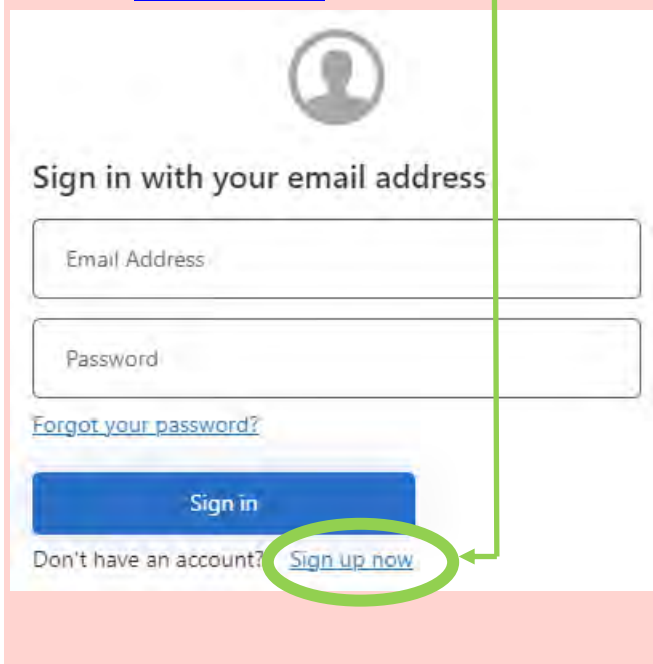
Everyone must create a new log-in.

**Step 1.** Click on the **Log-in** button on the top right hand corner of the red banner.

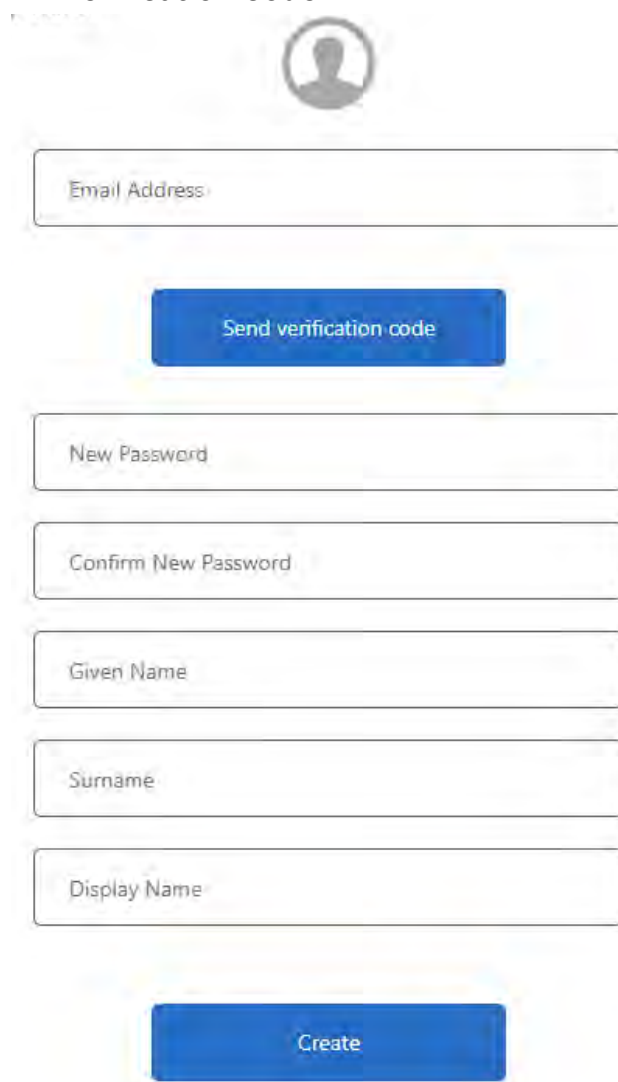
A red rectangular button with a white icon of a person and the text "Login".

**Step 2.** The screen below appears.

Click on [Sign up now](#)

A screenshot of a sign-in page. At the top is a grey silhouette icon. Below it is the text "Sign in with your email address". There are two input fields: "Email Address" and "Password". Below the password field is a link "Forgot your password?". At the bottom is a blue "Sign in" button. Below the button is the text "Don't have an account?" followed by a link "Sign up now". A green arrow points from the "Sign up now" link to the right, and a green circle highlights the "Sign up now" link.

→ Then this screen appears.  
Enter your email address then click **Send verification code**.

A screenshot of a verification screen. At the top is a grey silhouette icon. Below it is an input field "Email Address". Below that is a blue button "Send verification code". Below that is an input field "New Password". Below that is an input field "Confirm New Password". Below that is an input field "Given Name". Below that is an input field "Surname". Below that is an input field "Display Name". At the bottom is a blue button "Create".

## Please note:

Every member logging in must have a **unique email address**.

That means

- One email address cannot be used for a couple.
- The email will be connected to **one member log-in only**.





### Step 3.

Check your email inbox for an email from **Microsoft on behalf of TR Register Australia**.

This will have your validation code.

You must retrieve your code from your email (expires in 5 minutes).

The box on the right will appear.

- Enter your verification code, then click **Verify code**.
- If more than 5 minutes has elapsed, click **Send new code** and repeat the steps above.

Once verified, complete the remaining fields and click **Create**.

### Step 4.

You will be returned to the website where you can log in for the first time.

You will need to contact the [Webmaster](#) so that privileges can be allocated to you.

#### Take a tour

While you wait for this to happen, take a tour of the site.

Navigation is from the red menu bar across the top of the page.

Content from the old site is still being moved across to the new one. So, watch this space as we continue to work through this.

#### About the new website

Information about using the site will be shared in a number of ways.

- On the website there are “**How To**” instructions and **Tutorials**
- Updates will be included in each Sidescreen issue in 2024
- Online “zoom” sessions will walk you through how it works
- Zoom sessions will be recorded and available on the site



Verification code has been sent to your inbox. Please copy it to the input box below.

Your email address appears here

Type your verification code here

Verify code

Send new code

New Password

Confirm New Password

Given Name

Surname

Display Name

Create



As no doubt will be reported elsewhere, the website and in particular, the member database are now getting very close to finalisation.

Recently the database particularly, has been going through an active testing regime prior to formal adoption.

Some difficulties have arisen during this period documenting new members and issuing membership cards to renewing members for which I apologise. This situation should be rectified over the next couple of weeks,

There have been a pleasing number of new members join the club in recent times and these are recognised below.

As non financial members for 2023 / 2024 will not receive the Sidescreen magazine after this issue I was pleased with the large number of renewals received following my reminder email a couple of weeks ago.

For those who haven't done so please renew your membership by payment of \$40 immediately.

One unidentified direct debit payment was received on 24 January 2024, so if those who paid just prior or on that date could please check and identify themselves to me that would be appreciated.

## Membership Renewal

### Details for payment by direct debit are:

- **BSB** 032 087
- **Account #** 152432

In the description field, add: the word:  
**"Subs" & your Surname and membership number eg Subs Citizen 456**

### Renewals by credit card, changes or queries can be sent to:

[membership@tr-register.com.au](mailto:membership@tr-register.com.au)

Or

TR Register Australia  
12A Stanhope Street  
MONT ALBERT VIC 3127

## New Members

Seven new members have joined in the period since the last acknowledgement:

State	New member	Location	Vehicle
ACT	David Miers	Reid	TR3A
NSW	Graham Chegwidan	Crookwell	TR2 & TR4
VIC	Richard Davidson	Kalimna	TR3A
VIC	Robb De longh	Kew East	TR2
VIC	Bill Owens	Warnambool	TR2
VIC	Stewart Summersett	Langwarin	TR3A

## Andrew Pitchford | Membership

### Members - Changed address? Got a new email?

Notify Andrew with membership detail changes: [membership@tr-register.com.au](mailto:membership@tr-register.com.au)

**Committee members** - if this applies to you, let me know too.

Thanks Ed [editor@tr-register.com.au](mailto:editor@tr-register.com.au)

# LOOKING FOR THE *Fountain of Youth*

*The recent survey results highlighted what was already known, that club members are maturing like fine wine. This in itself is not a bad thing as the club continues to prosper. However, taking a longer term view presents a worrying fact that unless more young people join the club or the current younger members become involved then the club is destined for extinction.*

I do not wish to be considered a prophet of doom or an alarmist but rather a realist - who views this as a serious situation that needs to be treated accordingly.

## **There is no simple solution**

My experience and that of many of my colleagues in various fields show, that young people aren't attracted to clubs the way members of older generations were. This is true of the majority of clubs whether they be motoring, gardening, stamp collecting and so on. The reasons are many but include family, financial, time pressures and the multitude of interests that didn't exist for earlier generations.

## **Conversations about owning a Sidescreen TR**

Over the last 25 years I have spoken to many people about owning a Sidescreen TR and the benefits of belonging to a club full of like-minded enthusiasts. Some were genuinely interested and others just enjoyed a trip down memory lane thinking about the car they owned before family and other life factors forced a change. The conversations were mainly positive although in recent years some answers and questions from young people were surprising.

These ranged from:

- Can you get an automatic because I don't have a manual licence.
- These old cars are polluting the atmosphere and shouldn't be allowed on the road.
- I would love to get one but they look unsafe.
- No room for the kids.

## **They want the cars they wanted growing up**

A key point from talking to younger people is the desire to own the type of car they wanted when they were growing up. Whether that is an XU1 Torana or a hot hatch didn't matter but most thought cars from the 1950s were too old and too slow. Obviously this is a category covering Sidescreen TRs and impossible to convince them otherwise.

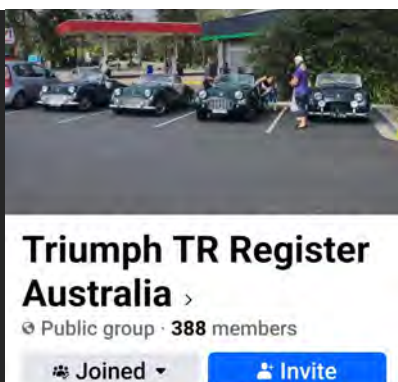
## **What is the answer?**

I don't have the answer (and I suspect that there isn't one solution) on how this trend can be reversed but it deserves serious attention from both the committee and all members. I will be happy to receive suggestions about how to attract younger members (sensible ones only please) from any member for presentation to the committee for consideration.

In the meantime please use your car at every opportunity. The best publicity the club can receive is people seeing the cars being used and the owners enjoying themselves.

## **Bob Watters**

Follow us on Facebook  
Follow us on Facebook



## **Coming in future issues of Sidescreen ...**

- Restoration of a Triumph Super 7 and its journey from Perth to Armidale
- Member profiles that show the diversity of the membership

# ARE HYDROGEN-POWERED ENGINES *the future?*

*As he pondered the excellent results arising from the recent TR Register membership survey, Darryl was inspired by the encouragement for more technical interest content in Sidescreen. Here is his response - an opinion piece with technical considerations.*

Almost all of the survey findings were extremely positive and a real credit to how our TR Register has been managed over recent years.

It would appear the two main issues still facing the future of our beloved TRs and its membership, are:

1. Climate change (the move away from fossil fuels), and
2. Our aging membership (how to encourage younger car enthusiasts joining).

Interestingly, these very same issues are being faced by most historic car clubs. I was also interested in Susie Wall's article in our last *Sidescreen* No. 130 – a younger woman's perspective on why she was attracted to own a Sidescreen TR and her encouragement for more women's participation, like my wife Cheryl who has been the main driver of our TR3 for nearly 20 years.

I recall at a SWOT (Strengths, Weaknesses, Opportunities & Threats) Analysis exercise undertaken by the TR Register Team (men & women) back in 2019 when the most significant Threats to the future of the TR Register were identified as:

- Our TRs being sold overseas (mainly in to the UK and US) for a higher price than in Australia
- Government's agreement at the Paris 2015 Climate Accord banning the use of fossil fuels by 2030 (now only 6 years away) in order to achieve zero carbon emissions. Knowing 21% of Australian carbon emissions comes from transportation (private & commercial) its reduction is key.
- Lack of interest shown by our younger generation in old cars (safety, comfort, reliability, etc.)

## **How could these threats be turned into opportunities or strengths?**

The question that goes begging - how might we members turn these Threats into Opportunities or Strengths? Having put some thought into this challenge by not focusing on the "why nots" but rather the "how." The following ideas are shared for your consideration.

### **A radical idea?**

From the SWOT, one of the (radical) ideas was "Why wouldn't the TR Register consider obtaining a TR in need of some TLC and possibly from overseas to expand the numbers of TRs in Australia"? With the TR Register having a TR of its own, several opportunities could arise:

Knowledge of the administration & technical challenges simplified in bringing such vehicles into Australia towards reversing the trend the other way & sharing this information with members

Promotional material explaining the advantages of "Historic Rego", enjoyment owning/driving a TR well supported by a great club like our TR Register with available parts supplies (new & used)

Leveraging our experienced engineers & mechanics in the membership willing to share their skills & knowledge with other members, our younger set (children/grandchildren) & any other younger folk possibly interested in exciting historic cars like TRs

Engaging TAFEs, universities, schools & other external bodies (panel beaters, spray painters, mechanics, upholsterers, auto-electricians etc.) in the restoration AND MAINTENANCE processes, extending the scope & breadth of the youth exposure by embracing modern technology like social media platforms PodCast, YouTube, Tik-Tok, Instagram, SnapChat, X-Twitter, Facebook, Website to deliver the success story & fun of this journey in a manner suited to a younger audience



Restoring non-Concours TR as a reliable vehicle for use by members (when their cars are off the road), for overseas visitors (with a TR of their own), for younger people seeking to experience the thrill of TR driving (with a member on board) & for holding on-going maintenance classes as the TR's usage demands illustrate just how easy it is to work on TRs yourself & obtain spare parts. Again all exposed on a regular cycle of social media outlets.

Modernise the TR as current conditions demand, like transitioning TRs to hydrogen, modern disc brakes, improved suspension, comfortable seats etc. Definitely, not Concours!

Inevitably TRs will need to be transitioned to non-fossil fuel power. While electric vehicles (EVs) are all the rage at the moment, the future is with hydrogen vehicles (HVs). One of the most interesting aspects to the younger generation would be to become involved in such a radical conversion & in the development of kit that enabled all TRs to be converted progressively to using hydrogen to power a revised combustion engine. The main reason lithium-ion wet cell battery powered electric cars (like Tesla) are popular is because they are currently cheaper than hydrogen/ammonia dry cells but not as environmentally friendly nor effective.

## Why hydrogen?

- Hydrogen power can exist in two forms: dry battery cell battery for electricity generation or standalone liquefied/compressed as gas for engines/turbines. Hydrogen gas is able to power a combustion engine as a gas which is why this form is more suited to replacing petrol (being a fossil fuel that produces carbon emissions). In contrast hydrogen style carburation when mixed with oxygen (air) emits only water vapour (steam). Water (Salt/Fresh) can be re-converted into hydrogen again using electrolysis.
- Hydrogen is the most prolific element in the universe and is found in abundance on earth either within water (H<sub>2</sub>O) using electrolysis as "green" hydrogen (\$6/kilo) or naturally within the ground as "white" hydrogen (\$3/kilo).
- Hydrogen produces far greater power than an electric battery, is far quicker to top-up than an electric recharge, enables longer travel distances, is lighter to carry and is portable (like petrol) making reuse of traditional outlet distributions more readily available.
- In the next 3-4 years the available supply of hydrogen will increase dramatically bringing its costs down, thereby facilitating its increase in demand, eventually make it cheaper than any EV battery power and renewable green energy sources.
- Hydrogen's emission is water vapour whereas lithium-ion wet cell batteries are toxic and pose a problem for disposal, are prone to explode and when needing to be replaced are so expensive it's often better to purchase a new car.
- Hydrogen is more reliable than lithium batteries which are prone to fade as they run down and can explode during recharge or when under pressure for increased energy response.
- Hydrogen removes the need to run a special power cable to your car (EV style).

What other ideas does the membership have for addressing the key known threats to the future of the TR Register, TRs, our aging membership and the environment? What might attract more of our young's interest in the TR (ownership/experience/maintenance) as we fade into the sunset and a growing younger group emerges?

Clue: How did some many young families become inspired to attend the recent Illawarra Truck & Bikes Convoy that we witnessed on our November TR Run? YouTube, Facebook, X, Web (FAQ). The most popular platforms favoured by our young Australians are YouTube, Instagram & SnapChat.

# ARE HYDROGEN-POWERED ENGINES *the future?*

## How long until viable?

It may take longer for hydrogen-powered consumer vehicles to become viable for large-scale distribution, primarily because of infrastructure limitations. However, a recent study revealed that people now favour hydrogen as an alternative clean energy source, indicating a public opinion shift. Currently, the market for commercial vehicles and mass transit powered by hydrogen is promising. And yes - there are many pros and cons associated with this revolutionary hydrogen option.

## Energy transition and social media explosion phase

TR Register notifications would need to keep (younger) members up to date through the full range of social media outlets (like YouTube, Instagram & SnapChat). We are in both an energy transition phase and social media explosion, with alternative options setting unique standards in automotive conversion excellence. Join the conversation, share your thoughts in the comments, and be a part of this exciting journey as we consider whether our TR Register should choose to participate in the next new chapter in automotive history, one in which our passion for driving sportscars and respect for the environment coexist.

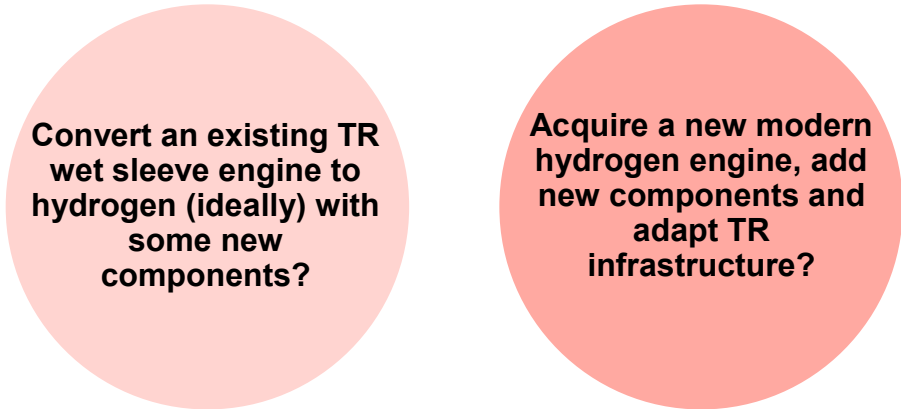
## The Workings of a Hydrogen Combustion Engine

The petrol for a typical combustion engine (like a TR) consists of 82-87% carbon, 11-15% hydrogen and some oxygen, nitrogen and sulphur. In a hydrogen combustion engine, hydrogen is mixed with air as in a conventional engine plus sometimes a pilot fuel (bio-diesel for example) is added and ignited in the combustion chamber, causing an explosion that drives the pistons.

Such engines must manage the quick flame speeds and high temperatures of hydrogen combustion. Presently this is achieved through advanced engine design, with enhanced fuel injection technology and particular hydrogen-friendly materials. How these nuances align with our conventional TR cast iron block, fuel injection systems and metal petrol tank storage is a key part of our discovery journey.

Hydrogen combustion engines work by burning hydrogen in a conventional internal combustion engine, which have been changed to manage the high-speed combustion of hydrogen. They run on similar principles as diesel engines requiring specialized fuel injectors and ignition systems. Hydrogen internal combustion engines (Hydrogen ICE - HICE) are nearly identical to traditional spark-ignition engines.

If hydrogen does become the best viable option there are two implementations to consider:



**Convert an existing TR wet sleeve engine to hydrogen (ideally) with some new components?**

**Acquire a new modern hydrogen engine, add new components and adapt TR infrastructure?**

## Car Manufacturers Designing New Hydrogen Combustion Engines

In July 2023, **Volvo Group** and Westport Fuel Systems established a joint venture for a High-Pressure gas Diesel Injection fuel system (HPDI) for long haul vehicles and off-road applications. Today their HPDI has enabled the world's trucking and off-road equipment manufacturers to address the challenges of meeting the environmental regulatory requirements of Euro 7 and the US EPA.

Combustion engines are eminently suitable for long haul applications where there is limited access, the need for rapid recharging and re-fueling options. In the process, Volvo were able to offer end users affordable options that are powered by carbon neutral fuels like biogas, green hydrogen and other renewable fuels. The HPDI fuel system consists of a fully integrated "tank to injector" solution, based primarily on diesel technology.

At the heart of the engine is a revolutionary patented fuel injector with a dual concentric needle design. A small amount of pilot fuel (which can be HVO, or diesel fuel) is injected into the combustion cylinder prior to the gas (hydrogen), to initiate the ignition resulting in an overall reduction of 97% in CO<sub>2</sub> emissions. A residue of NO<sub>x</sub> and particles occurred, but these were in-line with the existing Euro emission regulations.

**Porsche** CEO Oliver Blume has researched a hydrogen combustion engine for high-performance sports cars with the urgent need for sustainability. Porsche, known for its racing heritage and luxury sports vehicles such as the 911, Boxster, and Cayman, seeks to become a "disruptor" by redefining the future technology roadmap.

As Oliver explained "It's a conversation between the past and the future in regards to the role of traditional automakers in a rapidly changing automotive industry" (of EVs). According to Oliver, "the hydrogen combustion engine is regarded more than just a scientific advancement; it is a game changer that has the potential to reshape the dynamics of energy reliance and transform the landscape of worldwide automotive leadership".

**Toyota** and **Yamaha** have developed a five litre V8 combustion engine (shown below) based upon a block from a Renault Lexus RCF in a sports concept car running on hydrogen, putting out 449bhp at 6,800 rpm, which produces zero carbon emissions. Toyota have raced a Hydrogen Combustion Car (Corolla Sports Hatchback) in the Japanese Super Taskyu series at Le Mans. The liquid hydrogen enabled 1,634 km travel over 12 hours, refuelling 35 times with an average stop of 7 minutes. To achieve this result the following adjustments were made to the Corolla car which used to run on unleaded petrol:

- Changed intake manifold & injectors
- Tweaked the cylinder head to allow engine to run compressed hydrogen (dropping 4 kw)
- Adapted special spark plugs to accommodate the incredibly high internal temperatures for the spark to catch
- Created special hydrogen tanks to keep it at -253°C, enabling more stored volume of a gaseous hydrogen
- With a conventional oil sump, a catalytic filters could have been added to the exhaust catch to address the small amount of oil burnt and thereby claim zero carbon emission



# ARE HYDROGEN-POWERED ENGINES *the future?*

**Cummins** Hydrogen vehicles require economical ways to store hydrogen on-board. Cummins Inc. has recently formed a joint venture with NPROXX, a leader in hydrogen storage and transportation, for the first on-board hydrogen storage tanks. This joint venture will provide large hydrogen and compressed natural gas storage products for on-highway and rail applications.

Cummins is addressing hydrogen fuelling infrastructure because hydrogen cars (HICE) and trucks can only be driven to the extent hydrogen is available. California, being a green conscious state, has the largest supply of hydrogen to-up station in the world.

This is where trucking becomes a great initial use-case for hydrogen engines. For as these hydrogen refill stations become even more available, the more HICE cars can begin to share with them especially as hydrogen supply becomes cheaper.

In more recent times, Cummins and Tata have collaborated with Paris-based NamX. They are supplying their hydrogen infrastructure products in supporting the development of a NamX 6.2 litre V8 combustion engine based upon proven automotive internal combustion technology.

NamX has found that this engine solution was cheaper than their previous hydrogen fuel cell electric engine. Their latest hydrogen combustion engine was able to run on less pure hydrogen and deliver water vapour output, thereby requiring fewer hydrogen filters and replacements for nitrogen oxide ((NO<sub>x</sub>).

While combustion engines are highly inefficient in making use of energy sources (20-40% usage of hydrogen), all round their V8 hydrogen engine delivered all the advantages of quicker top-up, longer travel, greater energy and reliability.



## Toyota & Yamaha (contd)

Toyota faced four main challenges:

1. Keeping the liquid hydrogen at a very low temperature.
2. Maintaining the efficiency and capacity of the fuel pump.
3. Controlling the pumped liquid hydrogen, as it converts to gas ready for combustion.
4. The larger space required for the fuel tank, despite hydrogen having better energy density by mass compared to petro, this was compensated by its greater energy density by volume.

Back in 2014 Toyota launched its Mirai hydrogen fuel cell EVs with a range of 650 km - still sold today, including in Australia. There are currently two hydrogen fuel cars available for purchase in Australia: the Toyota Mirai and the Hyundai Nexo.

Toyota has more than 20 Mirai cars in operation in Australia, all leased from Toyota - most of them used by Fortescue Future Industries. This is part of Fortescue Metals Group that is building a hydrogen hub in WA's Pilbara and Gladstone, Queensland. Toyota see the future being with hydrogen combustion engines.

American California-based parts supply company (to NASA) and automobile manufacturer **Hyperion Motors** have developed a high powered one-off sportscar with a hydrogen fuel cell system XP-1 engine that can deliver 2,038 bhp without any need for a battery. The 1016-mile range of the XP-1 is possible due to a bigger hydrogen tank than other hydrogen-powered vehicles such as the Toyota Mirai.

The XP-1 is powered by four electric motors, one at each wheel, which by the main fuel cell, makes it capable of a top speed of 221 mph (356 km/h) and 0 to 60 mph (100 km/h) time of 2.2 seconds. The XP-1 comes with a 3-speed automatic transmission. Huge amounts of power are possible through "ultracapacitors", which help increase the power output of the hydrogen fuel cell to the electric motors.

It went into production in 2022, with a limited run of 300 units. It produces zero carbon emissions with its natural gas (CH<sub>4</sub>) hydrogen fuel. It's not cheap! But an example of where the automotive industry may be heading in the world of hydrogen cars.



UK Engineering company, **JCB** has developed the first hydrogen combustion engine delivering it in the same as a diesel engine. They have created a 4 cylinder 4.8 litre 74bhp from a diesel block, with a special cylinder head and unique pistons to encourage a complete hydrogen burn with air (oxygen & nitrogen).

Compressed hydrogen is stored in a specially created gas tank able to accommodate pressure of 5,000psi or 350 bar. They have also developed a mobile hydrogen refuelling unit that can be towed on site so that their customers can refuel their vehicle's tanks in much the same way they do today. Their engine has been installed in Mercedes truck, vans and other mobile farm equipment (tractors, loaders, etc).

### Hydrogen Cons Summary

Hydrogen per se is not in question but its future role in carbon emissions reduction and usage in transportation (private and commercial) is being questioned. This is especially so with the conventional combustion engine at a time when electric vehicles (EVs) are all the rage.

Despite the introduction, listed here are the main "why nots".

- Hydrogen combustion engines are not a zero-emission solution due to the release of nitrogen oxides, which can be harmful to the environment and crop yields.
- The efficiency of hydrogen combustion engines is not up to par with either electric or fossil fuel engines, resulting in reduced range and running duration? Many would question this claim!
- Hydrogen-powered vehicles are more expensive due to the high production cost of hydrogen and the need for high-pressure tanks, although Hydrogen-powered V8 engine may "keep internal combustion alive" especially for commercial transportation
- Hydrogen transportation/energy is 14 times greater than diesel per truck load (4.5 tonnes)
- Hydrogen liquification is at -253 degrees Celsius, lessening its energy value by 10%
- Hydrogen compression requires 700 bar at the pump limiting its rate of flow
- Hydrogen embrittlement arising in iron and steel car components

**Hydrogen Embrittlement** is a phenomenon by which hydrogen atoms diffusing into the micro - structure of a metal causing it to become more brittle, resulting in sudden and unpredictable fracture (hydrogen induced cracking). It is a random effect, so may only affect a percentage of (car) components. But it is vital to take steps to minimise this risk, in order to avoid catastrophic failures from occurring. De-embrittlement operations similarly have a chance of being ineffective but can be considered to greatly reduce the occurrence of hydrogen induced cracking. International standards have been developed to reflect effective practices.

Certain chemical or electrochemical processes expose the treated metal to hydrogen production. Electroplating is one such treatment as hydrogen gas is evolved at the cathode (ie the item being plated) during electrolysis (as with green hydrogen). Acid cleaning, which is used to strip unwanted coatings or prepare surfaces for plating, also involves the production of hydrogen gas. Acid pre-treatment and electroplating therefore put susceptible base materials at the risk of hydrogen embrittlement.

Stress relief baking or shot peening of components prior to the finishing operation may be required to prevent potential hydrogen damage. Heat treatment (relief baking) after hydrogen exposure can be used to reduce the risk of hydrogen embrittlement. Heat treatment does not guarantee freedom from hydrogen embrittlement. The only way to avoid hydrogen embrittlement of susceptible materials is to avoid sources of hydrogen by specifying only mechanical (as opposed to chemical or electrochemical) cleaning, descaling or plating operations.

# ARE HYDROGEN-POWERED ENGINES *the future?*

Two mechanisms suggested for hydrogen embrittlement, are HELP and HEDE.

- The HEDE mechanism is based on the weakening of interatomic bonds due to the presence of hydrogen diffused in the metal lattice.
- In the HELP mechanism suggested by Beachem et al the presence of hydrogen near the crack tip causes an increase in localised plasticity and causes an increase in slip and dislocation mobility. This results in the formation of ductile dimple fracture in the microstructure.

Today's press is full of stories of hydrogen scientific breakthroughs, mechanical advancements and of course, further challenges. Big business knows that "hydrogen" could be the "holy grail" to reducing their high energy costs and to climate change. And as usual "the early Bird gets the worm."

**Darryl Dobe**

## Drive Your Triumph Day Saturday 10 February 2024

This is an event to commemorate Sir John Black's Birthday. This visionary individual orchestrated Standard's acquisition of Triumph post-World War II, paving the way for the incredible cars we cherish today.

Since its inception in 2016, Drive Your Triumph Day has gained remarkable traction. Hundreds of photos have been received from participants across the globe.

Participating is easy – on 10 February, take your Triumph out for a spin. Whether it's a solo drive on a scenic country road, a leisurely outing to lunch, or a commute to work, seize the moment.

Capture that moment with a picture and email a high-resolution photo to [driveyourtriumphday@gmail.com](mailto:driveyourtriumphday@gmail.com).

Extracts from an email from

**Rye Livingstone**

Activities Chairman

Triumph Travelers Sports Car Club

\*\*\*

*Sidescreen* issue #132 will feature photos from this day. It would be great to have something from every state and territory. Email your pictures to me.

Mary - [editor@tr-register.com.au](mailto:editor@tr-register.com.au)

## Useful Websites

**TR Register New Zealand**

<https://www.trregister.co.nz/>

**TR Register UK**

<https://www.tr-register.co.uk>

**Triumph Register of America**

<https://www.triumphregister.com>

**Triumph Register of Ireland**

<https://www.trregisterireland.ie>

**Triumphs in Australia**

<https://www.tsoa.asn.au>

## Origin of the name *Concours*?

*Concours* is a French word that means a public competition/contest (<https://www.merriam-webster.com>)

The origin of the Concours d'Elegance can be traced back to 17th Century France. It originated as a parade of horse-drawn carriages, showcasing the wealth of the aristocracy. With the evolution of transport into automobiles, the event became a symbol of automotive excellence.

Criteria for judging has also evolved over time. For details on the judging for the TR-Register event, go to **Our Club** on the red menu bar of the website and select **Documents** from the drop down menu.

More information on the competition, classes and judging will be shared in the lead up to the November event.

# WRONG PEDAL *Syndrome*

Ron  
Thorpe

*This opinion piece is an observation intended to make people aware of a common cause of accidents which often involve elderly or inexperienced drivers.*

The alarming frequency of accidents, sometimes fatal, caused by the driver pressing the wrong pedal while manoeuvring in a confined space, is something which needs to be urgently addressed.

These days, most cars and light commercials have automatic transmissions allowing the driver to control the speed by pressing one of the two pedals. Drivers have been trained, or have become used to using their right foot to operate either the accelerator or brake pedal.

Parking or manoeuvring in a confined space the right foot needs to be transferred from one pedal to the other. The problem arises when the driver's concentration is focused on the task at hand and the right foot is inadvertently placed on the accelerator pedal with the expectation that it is the brake pedal.

Pressing this pedal the driver is suddenly surprised to find that the vehicle is not slowing. Hence, an immediate reaction is to press it a bit harder causing a sudden increase in speed and before the driver can recover from the shock, the vehicle has impacted the nearest object or in some cases people.

The solution would seem to be rather obvious. While maneuvering use the left foot to operate the brake which leaves the right foot free to operate only the accelerator pedal. This eliminates the necessity to transfer from one pedal to the other and gives the driver much better control with the left foot already poised to operate the brake immediately.

Accidents of this nature are more common where an older driver is involved, which is understandable due to their slower reaction times. Having driven for many years only using the right foot to operate both pedals it will require a little training to be able to put the left foot into use. Of course, the left foot should remain clear of the brake pedal at other times. The introduction of this practice into driver training programs would eliminate this problem in the longer term.

I recommend that all drivers adopt the practice of using their left foot to operate the brake while manoeuvring a vehicle with an automatic transmission. This will make a significant difference to the number of accidents of this type and minimise the number of insurance claims as well as the tragic injuries and deaths which so frequently occur.

# STICKY *Brakes*

Terry  
Hicks

Last year my TR was not driving at all well. I thought that the brakes were sticking so I took it to my brake guy. He rang me and said, "Terry, for 20 years I have passed this car for rego. We need to have a talk." So down I went. Brakes are fine, universal joints "knackered", likewise the steering silent bloc. The main problem however was the fact that the passenger side engine mount had split through. The engine rotates clockwise looking from the seat.

The left-hand mount is always under tension, the right-hand one always under compression and does not fail readily. The engine is therefore trying to tear away from the left and ultimately succeeds. How did he know? Well he picked up the bonnet and pointed out the paint worn back to the metal where the air cleaner was hitting it.

I attended to the faults and yes, the major problem was the engine mount.



# CANBERRA CONCOURS 2024 *Update*

As previously advised, the Annual TR Register Concours will be held in Canberra from 1 to 6 November 2024.



## Accommodation

Accommodation has been arranged at the Quality Hotel Dickson, Corner of Cape and 2 Badham Street, Dickson. This venue is adjacent to the Canberra Tradesman's Union Club and 200 metres from Chinatown and the local shopping centre. It is also around 5 minutes' walk to the tram line which runs into the City Centre. We have all rooms on hold until 30 June 2024 after which time they will be released to the general public. Phone number is 02 6247 4744.

The room rate is \$199 per night. All rooms are of a good size and have queen beds. Some rooms have a spa bath which has a shower over it which might present some difficulty for those with mobility issues so best to get in early if you do not want one of those. When booking just make sure you mention you are with the TR Register to secure those rates. Some members have already secured their room. The Motel has underground parking which can also double as the Concours judging venue in the event of inclement weather.

## Registration

Registration will be on Friday afternoon from 2.00pm to 5.00pm at the Motel. A reception will take place on Friday evening to provide an opportunity to catch up with old friends. Dinner will be at your leisure at one of the many restaurants in the area or at the adjacent Tradesman's Club.

## Judging of cars

The judging area is also about 100 metres from the Little Burley Markets which are held every Saturday from 9.00am to 1.30pm. The markets also have toilet facilities.

## Presentation dinner

The presentation dinner will be at the Ainslie Football Club which is around 4 kilometres from our accommodation. A bus has been arranged to transport members to and from the venue. The theme for the evening will be ***Australian Icons – people, places, buildings or objects.***

## Members' forum

Sunday morning will have the usual Members Forum followed by a farewell lunch for those leaving that day (venue and costings to be confirmed).



Icon created by Anna Hatzisavvas from Noun Project

The afternoon will be free.

## Monday

Monday will include a drive through Bungendore and on to Historic Braidwood Village which has retained most of its original buildings from the mid nineteenth century. The village has many different and unique shops to explore. This will be a drive of approximately one hour.

## Alternative arrangements

For those who may not want to join this little tour, you will be able to have a free day in Canberra to explore the many attractions, including, for example, The National Museum of Australia, National War Memorial, etc.

## Melbourne Cup lunch

Tuesday will again be free to do as you wish, but the afternoon will include a Melbourne Cup lunch and the running of the TR Register Cup which will feature a field comprising many of our Concours attendees.

## Farewell lunch

Wednesday will include a farewell lunch at Tallagandra Hill Winery, Murrumbateman, (costs to be advised).

More details and costings will be provided in the next Sidescreen as arrangements are settled.

## Peter McEwan

**Editor's note:** For consistency the spelling of Concours (with an s) is being used throughout *Sidescreen*. In French, the s is silent, and likewise in English though many do pronounce it.





Hi Everyone

On 2 December we had our local TR members Christmas gathering at our place. Unfortunately, not too many could make it because of other commitments, but we had 7 in attendance which included Terry and Leslie Goodall who made their way up from Moruya.

On 3 December we had the Terribly British event at Queanbeyan Park in Lowe Street Queanbeyan. The event was hosted by the ACT Triumph Car Club and their display included our very own David Thompson with his Massey Ferguson tractor which was trailered in from Canberra.

The tractor received a lot of interest on the day, including from the many children who attended with their parents. The display included the usual Jaguars, Triumphs, MGs, Austin Healeys etc but I always manage to spend some time drooling over the many beautiful Aston Martins that turn up.

Arrangements are continuing to firm up concerning the upcoming Concours event in Canberra and detailed costings etc will appear in the next issue of Sidescreen.

## Coming Events

Our next breakfast gathering will be at

- **Gryphon's Caffé Bar**  
Barker Street  
Griffith  
**Saturday 24 February at 9.00am.**

This will be followed by further breakfasts at Gryphon's:

- Saturday 20 April 9.00am
- Saturday 15 June 9.00am
- Saturday 10 August 9.00am
- Saturday 5 October 9.00am



We will also have a Christmas in July run, possibly in the week commencing 22 July 2024. Further details to be advised.

Peter McEwan  
ACT Coordinator

**Mark the date:**

**2024 National Concours  
Canberra 1 - 6 November**

From the left - Claire Brohan, Terry Goodall, Lesley Goodall, Graham Brohan, Pete McEwan and Graham Michelin-Jones



# NSW Events

Another year of activities has been thoughtfully planned for your enjoyment. You will see an overview of these plans for later in the year at the end of this article, as a heads up. Many of the runs will have their finer details advised closer to the date. Mal is still keen to have his Malfunction in April but hasn't locked in a date as yet. Keep an eye out on the Register website in Events for updates and also emails.

With the success of last year's Bundanoon Xmas in July, we will again be staying at the Bundanoon Country Inn Motel, 2 Anzac Parade, Bundanoon, for the same cost of \$300 for the weekend.

Bookings are to be made directly with the motel on 02 4883 6068 giving reference to the car club. Rooms will be held at this price until 1 April. Please advise Kerrie of your attendance at the event after booking your accommodation. We are awaiting pricing for the Xmas dinner at the Bundanoon Hotel, which is booked for 20 people in the private dining room. It is likely to be \$80pp.

## Runs in February & March

<b>Saturday 10 February 9.30am</b>	<b>International Drive Your Triumph Day</b> <ul style="list-style-type: none"><li>• Meet at the Boatshed, 131 Prince Edward Park Road, Worona</li><li>• Meet at venue for leisurely brunch.</li><li>• Contact Kerrie <a href="mailto:kerrieholliday@hotmail.com">kerrieholliday@hotmail.com</a> to book your <b>attendance ASAP</b></li><li>• Unfortunately, non-attendance notification after Friday 9 February will incur a charge to our credit card, which we will need to pass on to recoup costs. Sadly this is a sign of the economic times.</li></ul>
<b>Saturday 16 March 5.30pm</b>	<b>Mooney Mooney Club, 5 Kowan Road, Mooney Mooney</b> <ul style="list-style-type: none"><li>• Twilight run &amp; dinner at 6pm</li><li>• Booking numbers and enquiries to Andrew <a href="mailto:Andrew@tr-register.com.au">Andrew@tr-register.com.au</a></li></ul>

## Coffee Mornings and Lunch in February & March

<b>Every Wednesday 10am</b>	<b>Tathra Pub, 8 Bega Street Tathra</b> <ul style="list-style-type: none"><li>• Morning tea</li><li>• Enquiries Bob Watters, Sapphire Coast Chapter <a href="mailto:bobtr3@gmail.com">bobtr3@gmail.com</a></li></ul>
<b>Sunday 4 February 8am</b>	<b>AutoBrunch St Ives Showground, 450 Mona Vale Rd, St Ives</b> <ul style="list-style-type: none"><li>• Cars &amp; coffee</li><li>• Enquiries <a href="http://nsscc.com.au">nsscc.com.au</a> or Andrew Ross <a href="mailto:Andrew@tr-register.com.au">Andrew@tr-register.com.au</a></li></ul>
<b>Wednesday 7 February 10am</b>	<b>Pie in the Sky, 1296 Pacific Highway, Cowan</b> <ul style="list-style-type: none"><li>• Morning tea</li><li>• Enquiries Andrew</li></ul>
<b>Wednesday 21 February 10am</b>	<b>Moses Barnes, 89 Aryle Street, Picton</b> <ul style="list-style-type: none"><li>• Morning tea</li><li>• Enquiries &amp; bookings to Jenny <a href="mailto:hicksjenny50@gmail.com">hicksjenny50@gmail.com</a></li></ul>

## Coffee Mornings and Lunch in March

<b>Sunday 3 March 8am</b>	<b>AutoBrunch St Ives Showground, 450 Mona Vale Rd, St Ives</b> <ul style="list-style-type: none"> <li>Cars &amp; coffee</li> <li>Enquiries <a href="http://nsscc.com.au">nsscc.com.au</a> or Andrew Ross <a href="mailto:Andrew@tr-register.com.au">Andrew@tr-register.com.au</a></li> </ul>
<b>Wednesday 6 March 10am</b>	<b>Pie in the Sky, 1296 Pacific Highway, Cowan</b> <ul style="list-style-type: none"> <li>Morning tea</li> <li>Enquiries Andrew</li> </ul>
<b>Wednesday 20 March 10am</b>	<b>Moses Barnes, 89 Aryle Street, Picton</b> <ul style="list-style-type: none"> <li>Morning tea</li> <li>Enquiries &amp; bookings to Jenny <a href="mailto:hicksjenny50@gmail.com">hicksjenny50@gmail.com</a></li> </ul>

## Upcoming Events

<b>1-9 April</b>	<b>Farmstay in Bathurst, at Chris Olson's place.</b> <ul style="list-style-type: none"> <li>Day 1 - Drive to Bathurst</li> <li>Day 2 Working bee on the farm</li> <li>Day 3 breakfast run before returning home</li> </ul> Enquiries to Kerrie <a href="mailto:kerrieholliday@hotmail.com">kerrieholliday@hotmail.com</a>
<b>18-20 May</b>	<b>Maitland area—proposed for either a day un ot overnight stay</b> <ul style="list-style-type: none"> <li>Including visits to The Bath House Garden, as seen on Farmer Wants a Wife, Maitland Histoic Gaol and/or Fighter World.</li> <li>Details TBA.</li> <li>Enquiries to Kerrie.</li> </ul>
<b>29 June—1 July</b>	<b>Xmas in July at Bundanoon</b> <ul style="list-style-type: none"> <li>Book now</li> <li>Enquiries to Kerrie</li> </ul>
<b>7 August</b>	<b>Ferries Day run Windsor region</b> <ul style="list-style-type: none"> <li>Enquiries to Andrew</li> </ul>
<b>14-16 Sepember</b>	<b>Rydal Daffodil Festival run</b> <ul style="list-style-type: none"> <li>Enquiries to Andrew</li> </ul>
<b>19 October</b>	<b>Twilight dinner</b> <ul style="list-style-type: none"> <li>Venue TBA</li> <li>Enquiries to Andrew</li> </ul>
<b>1-6 November</b>	<b>Canberra National Meeting &amp; Concours</b> <ul style="list-style-type: none"> <li>Plus after tour (details forthcoming)</li> </ul>
<b>8 December</b>	<b>Christmas Celebration</b> <ul style="list-style-type: none"> <li>Venue TBA</li> </ul>





Things were quiet in the last quarter of 2023 in SA due to many factors notwithstanding my lack of available time. However, it is great that Colin Baldock has jumped in head first with assistance greatly appreciated by me.

We did have a nice outing only appreciated by a handful of participants on Thursday 14 December. We assembled at Pik A Pie Bakery at Meadows for a coffee and from there headed out on a route used on previous occasions (as it is good). We traversed Willunga Hill, almost to Myponga turning left just before taking Hindmarsh Tiers Road to the Main South Road again going left to Mount Compass and right to the Bull Creek Road where we stopped at the lunch venue "The Greenman Inn" in Ashbourne. Work in progress there with improvements on the go. We'll be back as it's a nice location.



From there it was homeward bound individually.

Attendees were the Powells in their TR3, the Lewises in their TR3A, the Schaeferes in their Mercedes AMG of some description, the Rutas in their TR3A and me.

Lunch was excellent, conversation amongst the group was enlightening, all in all a great day.

The **next outing** pencilled in for Sunday 25 February meeting at the Lobethal Bakery at 98 Onkaparinga Valley Road WOODSIDE at 10.00am.

From there, the plan is to head to Mannum then back up to Mount Pleasant for a lunch at a venue to be arranged. We may even catch up with an old member of TSOA (before TR Register days) Rod Wallbridge who lives in Mount Pleasant.

**As always PLEASE signify intent by return email before the day.** See you there.

You may have seen Colin's message re the McLaren Vale annual Vintage and Classic Day Sunday 14 April. It would be good to have a group attend this very popular event.

By the time you read this I will have sent an email to SA members with suggested options for this day. Please keep an eye out for it and again responses are desirable to assist with planning.

Until the next report, keep those TRs on the loose.

Geoff Bills







TRs at St Mary's (L→R): Mike's TR3, Hugh's TR2 and David's TR3A

In an improvement over the last period, we did manage to get four TRs together at Bicheno (see cover photo). Colin and Juanita Baldock came from SA to Tasmania to retrace their honeymoon, Three northern members arranged to meet them at Bicheno. Hugh and Jude Maslin (TR2), David Pearce (TR3A) and Mike and Jenny Sullivan (TR 3) met up at Evandale and travelled to Bicheno via the Lake Leake Main Road to stay at the Maslin's shack. Colin and Juanita (in their TR 2) had been more adventurous travelling via less travelled coastal roads in the far Northeast of the state,

On Wednesday we met up and that evening we had crayfish salad followed by a BBQ at the shack, The next day after a brief tour of Bicheno we travelled together to Devil's Corner Winery for lunch, A great view over the vineyard and on to Coles Bay - all with affordable meals and wine,

The following day we went our separate ways with Colin and Juanita travelling south to Richmond and beyond and the rest returning to Launceston this time via Esk main Road. Towards the end of the trip it started to rain heavily not good for TR2 wipers!



SA Visitors to Tasmania, in Bicheno (L→R): Mike Sullivan, Jenny Carter, Juanita & Colin Baldock, Jude & Hugh Maslin.





## Our cars

- David's TR seems to be running hot ( not sure if it was just a rare summer day).
- Hugh's TR has new wiper spindles. His TR4 rolling chassis is now complete with the exhaust added.
- Lance's TR3A is back on the road.
- Kevin Robson has started on the TR2 having cleaned the chassis and painted the back axle:
- Alas work on Winston's TR3 remains slow.

## Drive your Triumph Day

At the time of writing, arrangements are in hand for this year's Drive with David Pearce liaising with Tarni Reynolds of Triumph Owners Tasmania Inc in organising a joint run on Saturday 10 February,

This years destination is again Miena in the Central Highlands where we will be stopping for lunch at the Great Lake Hotel. Northern drivers will start from Deloraine and travel via the Lake Highway returning via Poatina and Cressy,

Southern drivers will make their way from Hobart to Bothwell and then up the Lake Highway from the south.

We are anticipating 20 people and at least 10 cars. Participants are encouraged to bring their cameras and email photos to [driveyourtriumph-day@gmail.com](mailto:driveyourtriumph-day@gmail.com)



Hugh's TR2 is looking good!

## CAR CLUB *Chat*

### Roadster Factory Fire

The Roadster Factory, a parts supplier of vintage British sports car in Pennsylvania suffered a catastrophic loss after a fire tore through its facility on Christmas Day. The company's building was declared a total loss following an entire day of fire crews dousing flames.

Fighting the blaze was made extra challenging because of equipment difficulties such as hoses that were springing leaks and trucks that were running low on fuel after idling for hours with no chance to replenish the tanks. Story sources: [www.motor1.com](http://www.motor1.com); [www.assemblymag.com](http://www.assemblymag.com); [www.hagerty.com](http://www.hagerty.com)



Photo source: <https://www.motor1.com/news/702414/roadster-factory-fire/>



Photo source: <https://www.assemblymag.com/articles/98239-british-sports-car-roadster-factory-destroyed-in-christmas-fire>

An update from member Brian Richards is that the TRF are advising that they will recommence their business as soon as possible so looks like a restart is on the cards.



Another year down and a new one to look forward to. The last couple of months have been fairly quiet as far as events go, but Christmas and New Year have partly made up for that. The Christmas lunch was held at Karkarook Park and attended by about 16 people who, despite the less than ideal weather, had a good time.

The first event of the year was to be a coffee in the grounds of Jells Park near Madeline's on the 19<sup>th</sup>, but the weather gods had other ideas, with heavy showers and a cool breeze. With only three of us in attendance (the Johnsons and me), we got to have a takeaway coffee and take shelter at the pavilion. The sad news is that Madeline's has closed, so we need to find a new coffee / breakfast venue. After looking at a few in the area we thought the café at the Monash Gallery of Art could be suitable, so the next coffee morning on the 23<sup>rd</sup> February will be there.

The calendar for the next couple of months is fairly full. Events marked (T) are Register organised and those marked (I) are for the information of anyone who might like to attend, but if there is enough interest in any of these we could organise something to suit. Comments and suggestions for events are always welcome.

## Activities in February & March

**Saturday**  
**10 February**  
**10am for 10.30am**  
**start**

**(T) Drive Your Triumph Day** (with TCCV & TSOA)

- Run from Alister Knox Park Eltham to The Royal Mail Hotel, Beech Street, Whittlesea
- 80km route with time to complete estimated at 1.25 to 1.5 hours depending on traffic.

**Sunday**  
**11 February**  
**9am**

**(I) Picnic at Hanging Rock**

- Contact Peter for more information.

**Sunday**  
**18 February**

**(I) British & European Motoring show**

**Friday**  
**23 February**  
**11am**

**(T) Coffee at the Monash Gallery of Art café**

- 860 Ferntree Gully Road, Wheelers Hill
- Contact Peter for details

**Sunday**  
**25 February**  
**10.30am**

**(T) Lunch run to Marysville**

- Leaving the Beechworth Bakery carpark in Healesville
- Scenic run to Marysville with lunch at The Duck Inn.

**1-3 March**

**(T) Weekend at Colac**

- Catch up with the local members especially Harley
- Attending the Colac Show and Shine.
- Owing to a Basketball tournament on that weekend accommodation is at Camperdown, 45km away.
- Meeting points and times will be advised later.

**6-10 March**

**(I) Phillip Island Historics**

**23 March**

**(I) Eddington Sprints**

**Upcoming April events** - Lunch at Lady Lavender's Tea Rooms, Bunyip and a weekend run to Echuca through Nagambie & Shepparton. Details to be advised.





Images from National Concours in Stanthorpe 2023, to get you in the mood for another event in our nation's capital in November. Photo credit: Concours photographer.

