

Transmission



A collection of vintage cars, including a red Ford Mustang, a white Volkswagen Beetle, a yellow Volkswagen Beetle, and a red Volkswagen Beetle, parked on a grassy field. In the background, there is a building with a red roof and trees with autumn foliage.

#159 June 2014

Official Magazine of TR Register of NZ

Official Magazine of TR Register of NZ



Waikato and Auckland cars on local run

TRAnsmiSSion

CONTENTS

Top Torque	3
Editorial Team Talk	5
Melbourne F1 2014	6
Waikato Wanderings	8
City of Sails	12
Why Not (earlier)?	15
Deep South Group	20
Canterbury Tales	21
National Weekend 2015	24
Old cars - a modern view	26
Hawkes Bay Happenings	28
My TR6 resto story	30
Highland Park TR success	32
Americas Cup and TRs	34
Wellington Wafflings	36
The Registrar Reports	37
Oil leaking saga	38
Cartoon Corna	41
TRansactions	42

FRONT COVER

**Canterbury and Deep South
Group cars on Autumn Sunday
morning in Twizel.**

Nice colours.

Opinions expressed and advice offered herein are not necessarily those of the TR Register New Zealand Incorporated or its members. Many thanks to kindred clubs for any use of their original material.

TR REGISTER NEW ZEALAND (Inc)

P.O. Box 17-138 Greenlane

Auckland 1546 New Zealand

web site: www.trregister.org.nz

e-mails: info@trregister.co.nz or as below



2014 / 2015 NATIONAL COMMITTEE

President/Archivist/Concours

Frank Cleary (09)410-9525 TR4/TR6/TR8/Dove

Vice-President/Spares Co-ordr

Ian Harris 09 521 0794 TR6

Treasurer

Trevor Hynds (09)372-3182 TR6

Secretary

Alisdair Keucke (09)480-1329 TR6

Transmission Editor

Stephen Higgs (03)489-1934 TR4/TR8
editor@trregister.co.nz

Technicalities/Overseas

Robert Johnston (09)575-4151 TR5/TR8

Membership

Richard Wooster (09)6272112 TR7/TR7DH

MotorSport

Peter Mence (09)483-6424 TR2/TR6/TR7/TR7V8

Spares

Kevin Glover (09)625-9428 TR6 / TR7
David Snelling (09)378-9295 TR7V8

Registrar

Kevin Tinkler (09)410-7219 TR4

IT Co-ordinator/Website

Brian Sadgrove 021583245 TR6

**For all enquiries regarding spare parts,
contact : Kevin Glover (09) 625-9428 a.h.
spares@trregister.org.nz**

AREA STEWARDS / GROUP LEADERS

AUCKLAND

Steve Martin
027 334 2063 TR6
auckland@trregister.org.nz

WAIKATO

Peter Parker
Ph TBA TR4
waikato@trregister.org.nz

HAWKE'S BAY

Graeme & Joy Thomas
(06)835-5180 TR2
hawkesbay@trregister.org.nz

TARANAKI

Wayne Butt
(06)758-7720 Doretti
taranaki@trregister.org.nz

WELLINGTON

Jonathan Petterson
(04)976-4070 TR3A
wellington@trregister.org.nz
Wanganui / Manawatu Area Rep:
Ken Pfeffer
(06)348-5508 TR3,3A,4A,5,6
wanganui@trregister.org.nz (cc to Wgtn)

NELSON / MARLBOROUGH

Terry Bryne
(03)544-4335 TR7DH
nelson@trregister.org.nz

CANTERBURY

John and Denise Jones
(03)347-3321 TR6
christchurch@trregister.org.nz

DEEP SOUTH GROUP

Trevor & Jane Payton
(03)473-7791 TR4
deepsouth@trregister.org.nz

TOP TORQUE



Once upon a time during our school days do you remember how the year seemed to drag on? How is it that it's now June and the midwinter Xmas events are in full swing? Perhaps it's due to the acceleration of the earth rotation, as I can't think of what else it might be.

Despite the acceleration of time the groups are still managing to fill the social calendar with some interesting events. By the time you will read this the North Island get-together in Rotorua and the South Island event in Naseby will have taken place, and successfully I'm sure. The Auckland Group is also flourishing at the helm of Steve Martin with enthusiastic support from his team.

One event on my annual calendar is attending the Melbourne F1 in mid-March. No sooner is the TR back in the garage following the NW and the after-tour then it's onto the silver bird. The 2014 F1 was very special as the TR Register Australia had secured the contract to provide Sidescreen cars for the drivers' parade and as a result the marque benefitted with the sort of international promotion that you just can't buy. I have put together my experience of the event later in this issue.

Following the Ellerslie Concours this year, Classic Car magazine approached us to do a feature on the Dove along with another Harrington conversion, the Sunbeam Alpine Le Mans. This necessitated an 11th hour removal of all the grime accumulated from the National Weekend trip as the photo shoot was to take place in a studio. Never mind the photographer said as I pointed out where the cleaning had missed the mark, Photoshop will sort that. My mind immediately considered the possibility of building a virtual restoration project, the upside being of benefit to your bank balance. Dream on I thought, you just cannot recreate those period oil leaks successfully. My thanks to Alisdair Keucke for initiating the feature, look out for it in the next month or two (Ed - it has gone to print in the July edition of Classic Car, out now).

At the National Weekend Forum a question was asked as to how the marque might get more publicity coverage than it has done to date. The answer is that it is in our own hands, magazines are always looking for content and we can help both them and ourselves by putting together a good article that is of interest to their readers. Talking to the editor of Classic Car magazine (himself a TR owner of many years) he is keen to do a feature on the marque featuring all the TR models in a future issue. Our part is to select some representative cars and put together the information for publication. Now there is a challenge, if you are up for it please let me know.

NW2015 planning is underway with volunteers spread around the country due to the paucity of TR members in the Blenheim region. Accommodation has been reserved in a number of motels in close proximity near the city centre. It turns out that February/ March is the Marlborough high season and tour groups booked out the limited number of large hotels prior to us settling on Blenheim. We have a central venue in mind though, so the weekend is confirmed as Thursday 26 February to Sunday 1st March followed by an after-tour of the upper South Island. Wellington saw a successful parallel event for the ladies on the Friday so this is something the organisers are considering repeating. Blenheim is obviously popular with car clubs, Jaguar visited last year, Pre 56 MG will follow us, and then Stag later in March. A National Weekend webpage has been set up and lists the accommodation details together with the registration form. This page will be regularly updated as plans are finalised.

Many of us search the web for useful Triumph information and technical stuff is usually high on the list. Our webmaster Brian Sadgrove intends to list a number of links on the website that are particularly useful. We would all like to benefit from this initiative as its just amazing what's out there in the public domain. So if you have some sites you would like to recommend please email the link to Brian. Just what's needed for those long winter evenings when the comfort of the armchair beats lying on the garage floor under the TR.

Let's make a point of registering now for NW15 in Blenheim

Frank

NATIONAL WEEKEND 2014 PHOTOS

The photographer at Nationals 2014 has uploaded all photos from the TR weekend in Wellington to a photo gallery site for people to view and purchase prints, canvasses, mouse-mats, mugs, t-shirts and some other things.

There are about 159 image files to look at and choose from.

Details:

www.photoboxgallery.com/TRWellington2014
password: TR2014

EDITORIAL TEAM *TALK*

Currently it's a quiet time for TR use, although as I write it's a cracker sunny winter's day in Dunners so the 8 will get a run this afternoon. Hope all of you continue to grab those less frequent opportunities over winter.

The end of autumn created a bit of activity with organised runs by most of the regional groups and you can read about those in the pages that follow.

And a few tales from members keen (or at least willing) to share their stories about restoration work or just keeping their cars running well and on the road. This is a pretty full edition of the magazine for this time of year and that's solely because of the efforts of a number of the members. Thanks for sharing.

There's a bit of an international flavour, with reports from race meetings and events in Melbourne, San Francisco, and elsewhere in the United States. And I have prepared a race-meeting report from Cromwell!

As a regular reader of NZ Classic Car magazine, it was great to see the story on El Presidente's Dove in the July edition just released. Well done Frank - it was an excellent read, a credit to you, and good profile for the marque that we are all proud to be part of. If you haven't read it, I recommend you buy (or borrow) a copy.

Last magazine we advised that we would be producing a 2015 TR calendar, due to the very positive response to the 2014 edition and that we would select the photos by running a competition. We have a couple of entries already, which is great, and for the rest of you, remember to plan for this. With a closing date for entries of 30 November, we will issue a final reminder next edition.

In the meantime, happy reading, repairing, restoring, and roadways.

Stephen, Trevor, & Brian

MELBOURNE F1 2014

- THE TR CONNECTION

Having a son and daughter living in Melbourne means I can free load for a few days and they can indulge the old man by dutifully accompanying him to Albert Park. If you ever have an opportunity to take in the F1 then do so, it is quite a spectacle with many marques on display as well as historics racing together with the moderns. I recall the first time I ventured to Melbourne, I awoke on the Saturday and could hear the shrill of the F1 cars from 6 or 7 ks away setting the scene for a truly memorable weekend. So much so that I have made a point of returning twice more.

While attending the TR Register Australia Concours during 2013, I learnt that the Register had secured the contract to provide Sidescreens for the 2014 F1 drivers parade. They had provided cars for the drivers' parade 15 years earlier and the 2014 event had taken some years of lobbying to secure the contract. Victoria chapter leaders John and Leonie Johnson spent countless hours dealing with the strict requirements of the F1 promoters, gaining commitment from the TR drivers, organising regalia for the day and much much more. The F1 is a major multifaceted event and patience was required as the organisers kept moving the goal posts up until 12 hours before the cars

were due in to the park at 6.30 am on the Saturday.



So with an invitation as a guest of member Viv Paine and kitted up with the weekend regalia to bask in the limelight, we found the display of 30 odd Sidescreens on the infield. This in itself was an enormous success as not only were the Sidescreens looking resplendent, a

number had arrived after many hours on the road from out of state without drama and still looked the part. The cars were scheduled to do not only the F1 parade on the Sunday but also the V8 Supercar parades on both days. I had seen the Michelotti TRs and Sunbeam Alpines doing the drivers' parade on previous occasions so I was looking forward to the parades big time.

Australians know how to deal with crowd movement, free trams run to and from Southern Cross Station to Albert Park every few minutes, something Auckland could learn from. A street circuit, the track encompasses the full length of the park. In 2004 Michael Schumacher set the track record of 1.24 minutes for the 5.3K circuit which he still holds today. There are plenty of trackside locations to view racing if you wish to

move about and sit on the grass, or if you are in funds or well connected, corporate boxes and spectator stands will cater to your every need. Large TV screens are located at all vantage points so it is possible to move about the circuit and not miss any action. Our preference has been to move about and watch the racing from a number of locations with a TV screen nearby. Static displays abound covering classic marques, racing historics, Ferrari, (all red of course) Porsche and the like. Bars are popular, but why would you pay to attend, set up in the bar and watch the racing on TV all day long !! Many do it seems.

Racing includes Porsche, historics, V8 Supercars, classics and the like, the Saturday culminates with F1 qualifying and Sunday the F1 itself. In the past the V8 F1 cars added that something to the atmosphere of the afternoons and it's true the sound of the new V6 F1 cars is tame by comparison. Mind you, my eardrums probably benefit from the reduced decibel level.

Leading up to the F1 race, the Register was locked into the programme, scrutineers inspected each car, the Ferrari team visited and carefully selected the pick of the red cars for their drivers, officials briefed the parade drivers on expectations and the cars were lined up in the order dictated by the officials ready to move onto the track. Viv Paine drove his TR3A as the backup TR in the event a TR broke down. He was to be the man of the moment, he was to leap forth, invite the F1 driver aboard, apply the drivers name to the windscreen with a flourish, and chase the parade. All this in front of tens of thousands of people. He missed his moment of glory, as you know TR reliability is without question.

The trackside TV covered the entire parade, each car and its driver passenger being featured. Once back at the pits and passenger off loaded, some fast thinking prevailed and the cars moved off so quickly that the marshal did not manage to direct the TRs off the track, resulting in a fast lap without the pace car. Back at the display the drivers were simply buzzing with tales of this once in a lifetime experience. All too soon it was time to depart as the TRs were loaded up and headed home, many retracing all those kilometres back to their home state. We found our spot on the grass and settled in for the main event.

I'm sure that will be the most memorable F1 in my book but we will return next year. If you have ever contemplated doing the Melbourne F1, do it and tick the bucket list.

Frank



Waikato Wanderings



Greetings from the Waikato group. The Waikato group has been out and about in their TR's since the Wellington Nationals. With the great help of Steve Martin from the Auckland group we have put together some good runs over the last few months, see articles following.

As I write this we are off to the mid- winter run in Rotorua organised by Rocky and Rebecca Fiske, so I will report on that in the next magazine.

Happy motoring

Peter.P



Port Waikato Visit, Sunday 18th May

Making the most of the last of the autumn weather, a hearty group of 9 cars, 16 TR enthusiasts and 2 dogs met on the outskirts of Huntly to brave the fog and cold to drive off to areas normally left for the adventurer; final destination was Port Waikato. While standing at the edge of the road waiting for our friends from Auckland and Taupo to arrive we were entertained by a very interesting individual from the homeless community (the sight of several TRs' in a row never fails to delight everyone in the community) and the runners competing in the Huntly Half Marathon.



Fog, fog and more fog was the weather condition as we moved at a steady pace to Naike some 22 miles away travelling along State Highway 22. This was to be our first destination on the run and the second opportunity for a photo shoot. As you can see from the photo below there was no doubt we were certainly in the mist of the mist.



It didn't matter though because everyone was in high spirits that would not be dampened by a bit of moisture hanging in the air.

Next on the route was the Nikau Caves and Cafe some 15 miles away. Just to mix things up a bit we decided to have a wee time trial so left Naike at 2 minute intervals. The fog was our companion once again as we headed off on State Highway 22 before turning into Waikaretu Valley Road but thankfully it parted just before we arrived allowing us to see the fabulous limestone formations, Nikau palms and a glimpse of the scenery. The result of the time trial; a variation of a few minutes between the cars overall meant that everyone drove well and deserved a chocolate fish for their efforts. It could not have been better as we settled in for a very friendly and relaxed lunch at the cafe and soak up some of the sun.

We left in bright sunshine but were very quickly back into the fog as we made our way back along the Valley road, onto State Highway 22 before turning off onto Logan Road and meandering our way through to our final destination; Port Waikato. Our cars parked up at the waters' edge where we enjoyed an hour of fellowship before deciding that the sun would be going down soon and there was quite a bit of driving to do before the cars could be tucked away for the day. Farewells were said and off we went to make our way home.

A special thanks to Peter for rallying the troops and plotting our course, arranging the welcome at the cafe and turning on the sun when we thought we would never see it. We took a risk by doing a run so late in the Autumn but regardless of the weather, which could have been much worse, everyone had a great time and for some of us it was an opportunity to see a little more of our countryside. I can now tick Port Waikato off my list and thanks to the companionship in the TR Register; I got to go there in style and with a group of great individuals.

We are all going into hibernation for the winter months now as a group, although having said that, roll on the 21st June when we will all gather in Rotorua for the Mid Winter run. Oh yes, then there are our monthly gatherings and those individual opportunities to take the TR out for a spin so in hind sight; there are plenty of opportunities to enjoy our fabulous TRs.

Karangahake Gorge Run, 23rd March



Why start an article on a TR run with a picture of a Wolseley you might ask; because it was there and my vehicle of choice on this wonderful day spent in the company of many TRs. It also meant that our son, Peter could travel with his Dad and I could enjoy the company of Jasmine and still be part of the day. It is never easy giving up your spot in the TR but when there is a trusty Wolseley 1500 available the decision is made easier. Those from the Waikato met at Cambridge before moving in convoy through to



Paeroa where we met up with others from Katikati and Auckland. The weather was stunning and a hint that there may have been a lack of parking spaces in the gorge was the constant flow of traffic through Paeroa. Sure enough, everyone else had the same idea and it was due to the generous offer from Elizabeth and Ian that meant that we could continue on our ride and end up in a very private and fabulous picnic ground all to ourselves; their garden at their home in Katikati.

It could not have ended up a better day; the sun was shining, the TRs' were shining and there was ample of shade to be had under the trees while we enjoyed the fellowship of the members and a great picnic. Even our little terrier, Elly May, got to enjoy the day.

Diane Parker



Little terrier, Elly May

City of Sails Area Report

My first full quarter as Group Leader and I have learned a great deal about my fellow TR enthusiasts in the Auckland Group. With the last Transmission the editors sent out a survey on my behalf, Thanks team. (My thanks also to those who took the time to return the survey; it will help me immensely in my endeavours to satisfy your interests). The response tells a great deal on its own, without even having read the answers.

The Auckland Group has a core of about 20 members who are keen to participate in events, social gatherings and the regular 'Pub Night', a further 5 – 10 who have selective tastes, and a large majority of 'Sleeping Members'. With 114 members on the list for Auckland that is a staggering 84 of you who are either too busy or otherwise engaged in different pursuits, to be 'Hard Core' members.

So, my job is going to be focused on the 'Hard Core'!

We Hard Core are spread over a large area from Whangarei in Northland, to Coromandel in the South East, and all points in between, quite a challenge. However, with the survey suggesting an event every two months being the preferred option, then six events a year can't be that hard to satisfy. National Weekend, Concours d'Elegance, Isadora Duncan Rally, Auckland Show n Shine, that's four events already on the calendar. If I add the Mid Winter Auckland Group Lunch as an event, then that leaves just one more. That can't be right? What have I overlooked?

Ah I know. We are not the only enthusiasts trusted with the upkeep and maintenance of once proud British Automotive Industry creations, and it is these other enthusiasts who are keen to have us join with them in parading our fine machinery for those less fortunate. Bring it on! Austin Healey, Club Lotus, Rover and Triumph, are all clubs who have expressed an interest in joining with us on runs, and to which the Hard Core have joined in runs during this last quarter. Not to mention our very own, and nearest neighbours, the Waikato Group of the TR Register. These extras are helping to offer the Hard Core opportunities to enjoy their TR's in the best possible way, on the road.

This last quarter members have joined in runs to Warkworth with the Rover Group, an Auckland Triumph Group run to Shelley Beach, Kaipara, and most recently a joint group run and time trial with the Waikato Group to Nikau and Port Waikato in North Waikato. Members also joined in the Waikato Classic Car Show in April, at Te Awamutu. Hard Core, all the way.

Are we enthusiastic? You bet we are, and as proof I have an abridged version of the North Waikato run to offer, penned by Auckland Groups own Dennis Greenman –

Port Waikato Run 18th May

This was a run put together by Peter Parker of the Waikato Group, which Murray and Stephanie Booth, and Anne and I joined in our TR6's. The day dawned fine and promised of great things to come in the autumn sunshine, lids off and all that. We headed off from the usual meeting place, the BP Station at the side of the Southern Motorway, in brilliant sunshine. (Little did we know what lay ahead) We topped the Bombay Hills and descended in to Thick Fog, what Peter later suggested as being ' Waikato Autumn Sunshine', just looked like Fog to me, the first hint of what lay ahead.

As we approached Rangariri Murray pulled to the side of the road, and I thought he wanted to put the top up, but No Mr Lucas had struck and Murray had lost his wipers, instruments and overdrive (this in a car which had circumnavigated the South Island at Xmas) none of which are crucial as we know and being used to such things I had a handful of fuses to offer. Fully restored again we headed for Huntly and the meeting with Peter and the Waikato Mob. What greeted us were 7 TR's and Chris Dakkers in a borrowed Porsche (very nice too, but very different to Chris's recently restored TR6).

All assembled, Peter issued instructions, which took us to Naiki and the start of a Time Trial to Nikau Cafe. Murray had time to install another fuse and we headed off into the Waikato Autumn Sunshine, beautiful Thick sunshine! Just follow me he said ... in the words of a popular Beer brand, Yeah Right! We gathered at Naiki School for a photo but given the circumstances elected instead to start the Time Trial. Following Peter's instructions we headed off at 3 minute intervals, noting our start time, and travelled to the Nikau cafe averaging 40 mph. This was achieved and Peter greeted us at the cafe, recording our elapsed time as we entered the gate, muttering something about some people's phones being set to a different time zone as we entered the gate. By now we were in actual sunshine, warm beautiful sunshine.



A hearty lunch at Nikau Café, with the judges deliberating over the results, at length and we soon found out why. The two Auckland Group TR6's had finished 1st equal in the Time Trial, scooping the prize of a Chocolate Fish Pack, with all other participants earning a chocolate fish each, so well done Peter.

After lunch and closely following the instructions we headed out to Port Waikato, with the first turn being left out of the gate, at least it was supposed to be left, wasn't it? Local knowledge had us following the leader who went right, thus avoiding a large section of gravel road, Thanks again Peter. Following, we finished up at Port Waikato to take in and enjoy the last of the sunshine, share some tales of the journey and enjoy the view, before we headed off home without further incident.

A Great Event, and yet another opportunity for the Waikato and Auckland Groups to join in, and share our common interest. Full credit Mr Parker.

As this report was going to press a further two events were looming large, the Mid Winter Run to Rotorua, organised by Rocky & Rebecca Fiske, which a small band of 'Hard Core' were attending.

Also the Auckland Group Mid Winter Lunch, this year to be held at Hallertau on the Coatsville – Riverhead Highway. I'll report on that in the next Transmission.

The Auckland Group expanded during this quarter, with two new members joining our ranks -

Bruce Baillie	1973 CR series TR6 – Mimosa
Martin Cripps	1969 CP series TR6 – Red

We extend a warm welcome to both, and hope they may both join the members in an event really soon.

That's it for me this quarter. To all you other TR owners who are out and about at this time of year, enjoying your car, Good On Ya Mate!

Steve Martin

WHY NOT (earlier)?

The story below is printed with kind permission of Derek Graham, TR6 Registrar with the UK Register, and Steve Martin, group leader for Auckland, who made it happen. Thanks both.

A photo of the car featured in the September 2013 edition of TRansmission.

This is the story of Bernd Amling's TR6 which some of you may have seen at the 2013 TR International Weekend in Malvern. As many of you will be aware the International this year included the 50th Anniversary of the introduction of the TR4 Dove, so it was a bit of a surprise to me when Roger Ferris our TR5 Registrar asked me if I had seen the TR6 Dove that was parked just behind the main hall. The vision that flashed through my mind was that this would be a TR6 with a normal Dove hardtop grafted on to it with presumably some modifications to the TR6 rear valence so I wasn't really prepared for my first sight of Bernd's TR which of course looks nothing like a TR4 Dove. In fact if I didn't know any better it looks just like what the Triumph factory would have produced had they decided to go down that path having the look of a Jensen Healey or Scimitar GTE when viewed from certain angles. After some discussion with Bernd at the International he very kindly offered to write a short article on his TR6 so what follows is his story giving the reasons behind why he decided to produce what is indeed a unique very professionally constructed TR6. At the end of the article are some questions and answers that I raised with Bernd and these should be read in conjunction with the images that Bernd has supplied to support his article.



It might look as a luxury problem to 95% of mankind, but what should you do with a really worn out 1970 carburetted TR6 in your barn, after having restored a TR5 and a few years later a Swallow Doretti to quite acceptable standards? You cannot sell it, as it was the first car you ever bought back in 1983 and you did a lot of things with it and have many memories of your time some of which cannot be discussed here in detail! Your first car will always be a "special" car for you, even if you never spent a penny more than absolutely necessary to keep it running as a "cool" students' car, which it definitely was in eighties and nineties –not only here in Germany! So I had to wait for the right idea, which would make it a real "special" – no need for a third open top two-seater from England as my father would have advised.

The use of a computer to review options and general lines is not too difficult nowadays and from rumours about the possible existence of such a project this allowed me to see how it could perhaps look like when finished, and from then onwards there was no return – it would be a real “special” – no doubt about that now! The –especially in the rear- square shaped TR6 obviously gave a much easier basis for such a conversion than the earlier TR shapes.

By the way my CC series TR6 was always in Germany, the first owner being a USA serviceman stationed in Garmisch in 1970.

Work on the project started in spring 2010 with the dismantling of the sad remains of the 150,000 mile basket case. It was soon evident that not only was the chassis rotten beyond hope but the body was too. This was resolved with a very good chassis from the “attic” and a really rust-free body shell from TR-Bitz. Such major body surgery would only bother originality anoraks however that aspect was not the objective, obviously!

“Good old times” was the basic thought when I found the 1991 invoice for the triple weber 40 DCOEs which I had used to replace the non-adjustable worn out Strombergs with, which at that time nobody would restore in Germany. Compared with the current nearly £2000 for a set of Webers you quickly realise that this is not a cheap hobby any longer – if only the quality of parts had risen by the same rate!



The basic concept for the conversion was obvious: from ground level up to the wing tops it would be a completely “normal” TR6, and from that line upwards and backward it would be an extended “TR6 hardtop” – Alfa says “Sportwagon”, Mercedes Benz calls this shape a Shooting Brake nowadays. (However when they first announced it in their range a few years ago the German Motoring press referred to it as a “Shooting Break”). – image 2 With this concept in mind and having long been an admirer of the Aston Martin DB5 and DB6 derivatives the name was obvious- and beautifully handwritten at the rear by my wife Sabine!

Of course there were hundreds of details to be thought about, -where to put the petrol tank, do you drop the spare wheel, where to cut the rear half of the hardtop for the opening mechanism, which hinges, how to do the finishing of the roof?

One detail was clear from the beginning: Sabine always fancied having a light blue Karmann-Ghia, so a compromise had to be found: there would be no (Karmann)-Ghia, however there would have to be a long search for the right shade of light blue – of Triumph’s light blues Wedgewood appeared to be too grey and Powder blue somehow too babyish, the compromise being somewhere in between!

When you see the finished car now – enthusiastically celebrated at Malvern by all who saw it - albeit the concours judges were not able to overcome their “cleanliness of the spare wheel makes a maximum of 20 points” listing the car does not look handmade from any angle, in fact it looks as if the Karmann stylists had drawn its lines exactly this way in 1968!

The end result does bely the fact that the roof line, the tail gate, the fuel filler position, the bottom line of the side windows following the original wing top line, are the result of endless "try and error" welding and cutting with lots of details even now recognised to be of a prototype car status. I myself did some 2500 hours of work, having paid some hundreds of hours to amazingly skilled craftsmen living just few miles around the franconian wine- village, where I lived all of my life and where I now work as a general practitioner.



So now I have my "special" TR6 – capable of transporting 40 bottles of red wine plus 10 litres of my own homebrew Schnapps in addition to 2 tents and lots of luggage to England – or doing the 2013 European meeting in Norway in a really waterproof car. But I don't insist in having the only one – the first one is honour enough, so if there is any interest in doing a small run of 20 to 30 cars, all it would take would be a license fee for the registered EU design plus my USB-Stick with some 500 detail photos which would make life much easier and reduce the cost to reasonable proportions –when you know where to cut the hardtop it's done in 30 minutes!

This conversion and its story are dedicated to Karl Huller, who died of cancer during the restoration, and who introduced me to Triumph TRs some 30 years ago!

Q & A

Q1 - How are the wings attached are they welded on or bolted as normal?

A1 - The wings are absolutely original, and screwed as original from inside!

Q2 - How did you construct the tail gate?

A2 - The tail is a combination of the rear end of the original TR6 bootlid and the original rearend (plus original glass) from the original TR6-hardtop !

Q3 - How did you deal with the fuel tank?

A3 - The only thing not original is the tank in the spare-wheel compartment (a beautiful piece of alloy-welding) and the "flap"(how you call it?) in the left rear wing hiding the filler neck!

Q4 - How is the windscreen attached?

A4 - Of course you have to weld the windscreen-frame first to the bulkhead - you will never again be able to change a rotten rubber seal once the roof is fixed!

Q5 - How does it drive?

A5 - The whole body is much more rigid than either my Doretta or TR5 with no rattling in doors or elsewhere thanks to the roof panel !

Q6 - What do your family and friends think of the conversion?

A6 - Well, my wife still knows me by name in spite of the 2500 hrs mentioned already.

TR-IG Sudwest is proud not only to have the only running Sabrina engined TR (in Mike Ottos LeMans TRS) but also the first and only TR6 Shooting Brake in existence?

As for the public as mentioned already their reaction has definitely been enthusiastic ,especially with TR-drivers wives who dreamed of bringing 3pairs of shoes back home from holidays in Italy... No reactions in Germany yet as the car is on the road for 3 months only and those months were stuffed with technical problems

Q7 - how far have you travelled in the car/

A7 - My total mileage after the Malvern trip is 3000 miles. So please feel honoured that Malvern has been biggest "outing" for the TR. Meanwhile we managed the 2200 mls trip

to the Europa-meeting in Norway without relevant trouble.

Q8 - What instruction did you give to your panel beater?

A8 - My panel beaters didn't need instructions, the detail evolved from the general idea: a rakish, sexy body with lots of glass- not like those modern tank-like monster wagons with slim glass-slits which you cannot use without sensors and cameras at the front and rear because you are unable to look out

To finish I do hope that you have enjoyed reading about Bernd's Shooting Brake TR6 and for those of you who didn't see it at the International hopefully you will be able to get some idea of the magnitude of the task that Bernd undertook in its creation. I for one would have given it an award at the concours if nothing else other than for the dedication, eye for detail and creative mind that Bernd has used in the restoration of his unique TR6.







Deep South Group

Winter has arrived and I don't like it! Give me the sunny warm days of summer any time.

Things are moving along down here in the South. We recently had our annual Change of Seasons Tour up to Twizel in conjunction with the Canterbury TR members. Once again it was a great weekend with great autumn colours, superb motoring and plenty of good old TR fellowship. (See the reports on the next few pages)

Under the "what's happening" banner, Colin and Jo Deaker are well on the way to getting their yellow TR6 on the road. Colin has had his headaches The car was bought as a basket case and it was only after Colin got it home and sorted through the boxes of parts that he found just how much was missing. He's still busy trying to source parts, especially a pedal box, which is becoming a bit of a mission. Colin has the body looking very nice, with all the inside painted and the outside waiting until he has finished putting on all the bits before getting its final coat. A lot of the running gear is in and once he has sourced all the missing bits the car will be well on the way to being finished.



Keith and Bev Allott have just purchased a very nice red TR8. Keith is busy working away getting the car to just how he likes it and it will be on the road in the not too distant future. So look out the rest of NZ, The Deep South will have some new concours contenders, come the 2015 Nationals.

Our next planned event is the Curling Weekend at Naseby, (2000 ft above worry level.) This year the event is being organised by Vicki and Mark and they have been busy sorting out the route and organising the social side of the weekend. A weekend to look forward to and hopefully, after everybody has studied the curling techniques of the 2013 Winter Olympics, we will see some much improved curling techniques this year!

Cheers from the Deep South

Jane and Trevor

Canterbury Tales...

It's been a few months since there was any news from the Canterbury Group, as I missed the deadline for the last newsletter. The pressure of work got in the way and I simply forgot about it, sorry. That did not mean that we have been inactive, of course. It seems a long time ago now, but a few of us made the trip to the Capital for the National Weekend. I think everyone enjoyed the weekend a lot. The City showed itself at its best. I have always said that you cannot beat Wellington on a good day. It's a bit late I know, but thanks from the Christchurch Group to the Wellington Group for their efforts in producing such a good event.

Many may know that the weekend was not totally successful for all of us. There was what now seems the inevitable, dreaded major mechanical problem with one of our group's cars (mine), plus some troublesome damage to another (Bryan and Carol Thomas's TR2 suffered a broken bonnet hinge, possibly caused by a puff of that Wellington wind during the concours). The TR6 PI fuel system on my car failed again, for what is now the third time with the same problem. The fuel distributor sprung a major leak, making the car un-driveable. Ironically, perhaps, the failure occurred at the Wellington Nationals (on the first day of the event), and the previous failure occurred at the 2013 Nationals in Auckland. Thankfully my AA Plus cover got my car home on both occasions, but did not in any way reduce the embarrassment and frustration of the situation. The trip to Wellington started badly and got worse.

I had prepared our car at the weekend, cleaning it and giving it a good test drive without a hitch. When we came to drive away at 7:00 am on the Thursday, the car would not start. A quick investigation revealed that the distributor cap had failed (itself an unusual occurrence). Luckily, on second thoughts unluckily as it turned out, I had a spare and replaced it. We met up with our group and made the drive to Wellington. On the way I had an inkling that the car was using more fuel than is normal (which turned out to be the preliminary indication of the fuel distributor failing). In Kaikoura a four wheel drive pulled out from a junction directly into our path and we narrowly missed crashing into it; all four of our wheels locked up in a skid! In hindsight I wish I had left the car in the garage and gone to the Nationals in something else.

Anyway, the car is still sick. I have replaced broken parts, obtained and fitted a new pump, rewired it, replaced the relay, set up the pressure relief valve very carefully and still have only managed to get the car running for a short time. After much theorising and checking the system from top to bottom, so as to avoid yet another failure for the same, undiagnosed fault, I have now moved on to replacing all the O rings the fuel distributor (this coming weekend hopefully).

On our last group outing we met up with the Deep South Group for the annual end of season weekend. Please turn over for the report on this great run.

On the home front, our monthly social gatherings continue to be strongly supported,

attracting around 24 to 25 people at each event.

There were plans afoot for a trip to the West Coast by a small group over Easter weekend. This was spoilt by another of our atrocious storms that we have suffered in recent times. The Coast was completely cut off for a while. Luckily, the group had paid attention to the forecasts and had not set off on their trip.

It's been a wet autumn in Canterbury, and we have not done as much driving as we should. It is now the shortest day, so the days are getting longer from now on, if not warmer. Spring is not far away, and hopefully the opportunity for some outings.

Happy driving everyone.

CANTERBURY– DEEP SOUTH GROUP RUN

We began our journey this year, by once again, enjoying the hospitality of the Protheroe's at their lovely Ashburton home. As you can see to the right, the weather was not the best.

For our get together this year we stayed at the MacKenzie Country Inn, at Twizel, and we found time to unwind after the drive, in the spacious corridors of its upper floor, before the arrival of the Deep South Group.

Once they arrived and were settled into their rooms, we took advantage of a marquee that the hotel just happened to have standing on their lawn, to play some party games. Blind wine tasting and identification, and horse shoe throwing proved very popular.

The McKenzie district has to be one of the best driving experiences in the Country and we really enjoy this annual event. Even though the weather was not that kind to us on the first day at least; it was nothing that a few glasses of wine couldn't cure.



John and Denise



CANTERBURY- DEEP SOUTH GROUP RUN **cont'd**

Well, what a fantastic weekend run we had! Meeting up with the Canterbury TR members, we seem to have more fun and camaraderie each year.

The run started off for the Deep South Group with seven cars, picking up more members as we travelled through the Manuka Gorge to Lawrence for a longed for cup of coffee. Then we were off to Cromwell, colours changing around every corner. Reds, brilliant yellows, and some green leaves still present.

Lunch was at our fabulous Highland Park Race circuit café, The Nose, where we met three more cars.

After a tasty lunch, we headed off to Twizel. Clear roads, but overcast skies followed us, which made a contrast to the heavy rain we had left behind on the Coast.

Arriving at the Mackenzie Country Hotel, we found the Canterbury TR's already in fine form.

Off outside we went for some wine appreciation and testing of member's skill at throwing horse shoes. There were some interesting faces made whilst testing the white wines, especially after having had a few beers and red wines of their own! (photo at right).

The meal that night was a superb smorgasbord of roast meats, salads & roast veges - a massive meal! Dessert was just as good!

Sunday morning and everyone turned up out the back of the Hotel for the line up and photos. There were 20 TR's, one Stag and three outsiders (Jaguar, Lotus and Holden).

We all headed off down the Waitaki Valley, over the Benmore Dam and around Lake Aviemore, where there were more beautiful colours to see. We finished the first stage at the newly finished first stage of the Kurow Bridge, where we said good bye to our Canterbury TR buddies.

We then continued down the Valley, past the Elephant Rocks to Hampden for lunch, where we said our good byes to our Central Otago friends. Then off home we all headed.



Jo Deaker

TR Register National Weekend

Blenheim NW15 February 26 – 1 March 2015

Marlborough is renowned for its viticulture, being the largest wine growing area in the country with 65 wineries and 400 hectares planted in grapes. Blenheim and Wairau, Picton and Waikawa, Havelock and the Sounds, Awatere and the coast are all stunning destinations of this region. This is a chance for us to explore some of the wonderful highways, byways and these treasures. Following the theme of recent years, the weekend will strike a balance between touring and social events. This will be a chance to catch up with old friends and make new members welcome.

Located within walking distance of central Blenheim, accommodation has been reserved for you at the motels listed. Ring to book and mention that you want one of the rooms reserved for the TR Register. February/ March is the Marlborough region high season and larger hotels are limited so motels have been selected for their close proximity. It is suggested that you book early as Blenheim accommodation is limited.

Planning is underway, a webpage has been set up and will be updated as more information comes to hand, so make a point of checking regularly. Updates will also be sent by email. Starting on the Sunday afternoon a three day after-tour is to take in the upper part of the South Island (Te Waipounamu).

Diary the event now, registration forms will be located on the website and within the next issue of TRansmission.



Accommodation	Address & Phone	Website – www.
Blenheim Palms Motel 4 Studio units - \$140 1 One Bedroom - \$170 1 Spa Unit - \$180	78 Charles St 0800 256725	blenheimpalms motel.co.nz
Lugano Motor Lodge 1 Std Studio - \$135 1 Exec Studio - \$150 1 One Bedroom- \$150 2 Exec One Bedroom- \$160	91 High St 03 5778808	lugano.co.nz
Bella Vista Motel 4 Compact Studios - \$120 4 Larger Studios - \$130 5 Twin/Triple Studios - \$130 1 King Bed Studio - \$135 1 Super King Studio - \$145 2 Family units - \$155	81 Charles St 0800 235528	bellavistablenheim.co.nz
171 On High Motel 6 Std Studios - \$145 1 Superior Studio - \$159 3 One Bedroom - \$165 2 Two Bedroom - \$185	171 High St 0800 587 856	171onhighmotel.co.nz
Scenic Hotel Marlborough 10 rooms - \$178.25 Single, double or twin share	65 Alfred St 03 5206187	scenichotelgroup.co.nz

OLD CARS - A MODERN VIEW

If you're a scientist, there's no question that new cars are better than old cars. New cars go faster and stop faster. They're safer in a crash, and better at avoiding the crash to begin with. New cars start more frequently, and break down less often. They pollute the air less, use less gasoline for every mile travelled, and leak a greatly reduced total number of toxic fluids onto/into the Earth.

If you're a poet (or at least a person with a poetic spirit) there's no question that old cars are better than new cars. Old cars are far more individual; they have sordid pasts and forgotten histories. They're flawed, and interesting, and a little bit dangerous a lot of the time. They're easy to fall in love with, difficult to let go of (even in the face of all logic), and extremely likely to break your heart.

We knew all of that before we borrowed our editorial assistant's dad's 1974 Triumph TR6 (thanks Ian!) for a spin around our local test route, but that experience did certainly drive this duality home.

The open-top TR6 was fairly blissful to pilot over a 20-minute jaunt. Sure, the fact that your author's head protruded over the delicate windscreen frame by a good three inches wasn't ideal (though his hair looked really rockabilly upon return), but the summary feeling of our driving impressions is an overwhelmingly positive one.

Power from the manly sounding, 2.5-litre inline-six feels stronger than the reported 104 horsepower output figure. Between the fairly low curb weight and the immediacy of the exhaust note in ripping response to application of throttle, acceleration felt far quicker than we'd expected. Historic reports pegged this TR6 as having a mid-eight-second 0-60 time, which seemed almost plausible in the example we drove. In any event, the "sense" of speed was high, even if the (wildly bouncing) speedo needle wasn't registering much.

The four-speed gearbox offers a super long throw, which is especially vague on the up-change from second to third. We were happily surprised with the action of the clutch, though, which had great feel, and was completely simple to operate smoothly. We didn't have occasion to engage the optional (and apparently, fairly rare) overdrive, but did find the four ratios well spaced for quick, back-road driving.

Perhaps the biggest departure from what we'd expect from a modern car, though, was the way in which the TR6 handled the short stretch of winding road that we threw at it. The amount of cowl-shake, mid-corner lean through the suspension, and overall wiggly behaviour while on lock would be considered bizarrely bad in, for instance, a 2012 MX-5 Miata. What's more, the steering experience, though quite tactile, was vague enough that largish sawing motions

were required to keep the car on course over multiple corners.

With all of that said, it's also fair to point out that the softish, imprecise experience was also as full of feedback from the road and tyres as the most involving modern sports cars. Given enough time to drive for a proper test, and despite the lowish power output, we've little doubt that the forty-year-old would score in the mid-high eighties on our Involvement Index.

So, while the limits of grip, for instance, in the TR6 are far below what you'd find in even bare-bones new Miata, the ability to feel the very edge of that grip through the steering wheel made us able to push the car much closer to the edge of its lower limits (even after just getting warmed up).

The truth is that every bit of driving the TR6 was direct, mechanical, and easy to understand in a short period of time. There's an honesty to the experience that is unmatched in new cars, and left us feeling more in tune with our inner automotive poet, to the disquiet of our inner scientist.

Old cars (especially old British cars) are phenomenal fun. Without question, old cars (especially old British cars) are more fun when you're driving one that belongs to someone else, thus sparing the loving headache of keeping the things roadworthy. We wish we had more of an opportunity to enjoy a summer's afternoon behind the wheel of vintage steel, especially when we've got the modern test fleet waiting for the end-of-day commute.

This article was published with the kind permission of Winding Road magazine..



Hawkes Bay Happenings...

A bit of a quiet time in Hawke's Bay since the last mag, although the weather has been good so we have had our TR2 out a few times. We had a very good attendance at the last club night in Havelock North with a catch-up with some we haven't seen for a while.

Richard Hibbert is making good progress with his TR4. Almost to the test drive stage once an auto-electrician has checked the wiring before the battery is connected. So we hope to see it out for a club run perhaps in spring. Bruce Hislop is almost to the end on problems with his TR2, just a persistent oil leak from the front of the engine to cure. It has certainly been a lengthy battle with what started out as an under bonnet repaint. Still it will be purring again very soon.

With all the political backstabbing going on it is obvious that elections are not far away. A few weeks ago I saw an interview with Sir Stirling Moss on Prime TV and he made a very apt comment that made me chuckle. When asked how he felt after the accident that finished his racing career, he said that as he had done nothing but race cars since leaving school he wasn't really qualified for anything, except perhaps selling real estate or becoming a politician. We often wonder how qualified some of our politicians are to run a country when they haven't even lived in the real world!

Mid Winter TR Meet.

Back to more serious matters, June 21st was the shortest day and what better time than to have a Mid Winter get together. Rocky and Rebecca Fiske (TR6) from Rotorua had kindly offered to organise the event this year after attending last year's one in Taupo. So at 1.15pm on Saturday 21st a group of TR fans gathered at the Rotorua lakefront for a mid-winter celebration, not so much a car get-together than a time for us to socialise.. A good collection of TRs all the same with TR2s, TR4/4As, TR6s and TR7 as well as a couple of Lotii (Europa and Esprit) and a very nice Sunbeam Rapier. A good representation from the Waikato members along with Warren & Jill Thomas from Whangarei being the most northern, Alan & Gael Hylton from Wanganui the most southern and Ray & Carol Weir from Hastings the most eastern (or was that Joy & me from Napier).

Rocky & Rebecca had planned a drive around the lake for us, so instruction sheets

were handed out and we set off to follow the route which took us over some lovely rural roads away from the lake into the Mamaku's (lovely blueberries produced here) and loop back to the lake before heading once more on another loop near the top of the lake.



Great roads and some lovely views looking down onto Lake Rotorua. Back down the eastern side, past the airport and finishing at The Office cafe for a coffee and lots of chatter. From there back to our motel (The Alpin) where many took advantage of their private spa pools under the mostly blue sky. 5pm was meeting time at the D Bar at a hotel about 150 metre stroll along the road. The TR people took over the bar and arranged the furniture eventually into a large circle as more chatter filled the room - almost deafening!

6.30pm and time to eat. This time it was to Peppers Cafe directly across the road from the motel. Great choice of venue as it meant no driving. A very generous roast meal was served, followed by Russian Apple Cake and icecream. A very cosy venue, but we are all good friends. Following the meal it was back to the motel to catch the end of the rugby on Sky or whole match on Prime if you could stand the ads. A great game.

Sunday morning we met at 9am before setting off out of Rotorua to the south, then a loop off SH30 through lovely rolling countryside back to SH5, then another side road past Lake Okaro to the Murapara Rd. Into Waitapu Loop Rd and a stop at the mud pools. The cars were stars here with a group of teenagers on a tour looking over them and taking photos. Back onto SH5 and the final stop at Mihi Cafe at Golden Springs. Well worth a stop here if you are travelling between Rotorua and Taupo. The food was fantastic, obviously made on site, and the coffee was good too.

Rocky thanked us all for coming along and then presented a lovely turned wood chalice that he had made himself - fantastic. Joy & I were the very lucky recipients for the simple reason of having replied to the initial email from Rocky & Rebecca and so spurring them on to sort out the weekend. A huge thank you to them, we all appreciated the amount of time and enthusiasm that had gone into organising this great weekend. Ian Harris thanked our hosts on all our behalves. No one has put their hand up to organise next year's social event, but I am sure that will happen.



So now we move into the coldest months and the country closes down as everyone leaves to follow the sun. If you are one of those lucky ones we hope you have a fantastic time. We will be here to keep the country running.

One more thing - I am looking for a heater bracket for our TR2 that I can buy or borrow to have a copy made. We get a bit spoilt by our temperatures here, so when travelling away need a heater to keep warm!!

Have a wonderful winter and get those TRs sorted for the spring.
Safe TRavels

Graeme & Joy

MY TR6 RESTORATION PROJECT - SO FAR

To say that a work colleague “talked me into restoring a classic car”, probably overlooks the fact that I had held a suppressed desire to tackle a restoration of ‘something’, for a good number of years. When my colleague went on to mention that among many successful restorations he had tackled in his life, (including a Sunbeam Tiger and a Jensen Interceptor), there had been a Triumph TR6, I didn’t spend too much longer thinking about what I should restore.

In fact I had come very close to purchasing a TR6 in 1975 when I emigrated to NZ from the UK. However as a mature student having just finished a degree I wasn’t exactly flush with cash at the time and so ‘passed’ on the opportunity. Some 40 years later and with retirement beckoning, it seemed the natural achievement of a hitherto unfulfilled dream that I should finally get my TR6.

With the advantage of hindsight, my next move should really, and sensibly, have been to join the TR Register, under the membership classification of ‘TR owner in waiting’, since it would have provided me with a great deal of insight into the marque which I subsequently discovered for myself at great length, and cash.

As I couldn’t recall seeing many TRs ever offered for sale in NZ, and assuming they were like hen’s dentures, I turned my gaze off-shore for a likely project car. I had heard from a reliable source that good cars were to be had from the southern states of the USA, where dry, warm conditions were conducive to the wellbeing of a body design, normally reduced to the status of lace curtains by the vagaries of northern hemisphere winters and the dreaded salted roads.

In what seemed a positive act of fate, a promising car turned up almost immediately on my search of the Internet. A ‘tired’ but complete 1973 TR6 was being offered for sale by a Texan gentleman who had purchased it as a restoration project but had then received instructions from his wife that if he didn’t finish off the other two projects parked in the garage he was likely to find himself staring down the wrong end of a decree nisi.

Thus it was in 2010, after receiving a good number of photographs and reassurances on the general status of the car, that I committed myself to a ‘journey’ which would see not only my own marriage of 40 + years taken to the limits of its endurance, but also a carefully and prudently established retirement fund reduced to small change, and me to playing a Kazoo most mornings in the local shopping mall, to make ends meet.

While \$5500 (US\$3000) for the car had looked a good buy, another \$6000 to transport it to Houston, ship it to Auckland and get it through the checks and processes of MAF, I saw the car finally landed in my front garden at around \$12,000. Today, with the NZ dollar riding so high against the ‘greenback’ it would have cost a good deal less, but that seems to be the nature of my fortune on this project.

As described the car was complete (with a few extras thrown in for good measure), however some aspects of the ‘tired’ part had been lost in translation, (I’ve never really mastered Texan as a second language). For example: “New floor on driver’s side” I had taken to mean: ‘Old floor removed and new floor panel suitably installed’. As it was I

was confronted with a flat mild steel sheet tack welded over the original floor (complete with rust holes) creating a 'sandwich' containing a 'builders' bog' filling.

"Sound chassis" had failed to mention a poorly repaired cross member, access to which had been via a hole cut in the floor and subsequently patched with duct tape and an aluminium sheet which was one grade up from cooking foil in terms of thickness. When you add to this the replacement of both the gear box (heavily pitted teeth) and the engine, (block and head both unusable) and a whole raft of other smaller but expensive (and essential) parts, the need for my daily Kazoo concerts, (original CD available \$15 inc gst), becomes increasingly apparent.

Furthermore I've certainly questioned the value of some parts of the import process. The MAF steam cleaning for example, (which was required to be done twice), was presumably to prevent unwanted flora and fauna from entering the country. This all seemed a bit pointless when I removed the front wings during disassembly, and discovered half the Utah desert, including a couple of dead roadrunners, was stuck up behind the baffle plates!

At time of writing the car is currently 'off site' undergoing preparation for its first coat of paint since it was sprayed an attractive battleship grey, (presumably a cheap job lot ex the US Navy) by a previous owner. Once this is complete I shall begin the full reassembly, and will keep you posted on progress .

Beep Beep!

Jim Flewitt



1. Car arrives tired and battleship grey
2. Hole in floor to access chassis for repair
3. 'Unsubtle repair' to cross member



HIGHLAND PARK CLASSIC RACE MEETING - TR SUCCESS

Gail and I and friends recently attended a classic car race meeting at the new Highland Park racing facility near Cromwell. Highland Park is a world class new facility built by Tony Quinn, the owner of the VIP Petfoods and Daryl Lea Chocolates, and a serious petrol-head with the wealth to pursue his passion seriously. The rumoured \$30 million he has invested has produced a superb facility at a wonderful location.

If you haven't been, and get the chance, I recommend it highly. You can pay for a run (passenger only) around the track in a Porsche Cayenne Turbo, a Lamborghini, or Porsche GT3. Or you can buy a membership and take your own car(s) on track. Or the track is able to be rented for a day - perhaps a future TR Register activity.....Or there's a go-kart track, And a car museum of the highest quality with some remarkable cars and bikes on display.

We were not the only TR Register members there as we bumped into a number of the local members on the day.

There were a number of TRs on display as part of the exhibitions off track (and a beautiful new F-Type Jag owned by one of our Central members) and there were two TRs in the race meeting, a TR3A based out of Christchurch and the other a heavily modified TR8 owned by Steve Scholes from Outram near Dunedin.

Both cars did very well on the day with the 3A competing well with its peers and the TR8 competing with some serious muscle cars and achieving winning and place results.

Overall a great day in the Central Otago sunshine with some excellent racing and good to see a strong TR presence.

Stephen





AMERICA'S CUP AND TRs ***- A LOT IN COMMON.***

Yachting not a subject we often see in TRansmission, but it was the reason I was in San Francisco last September and October. That's right, the America's Cup. Well someone had to be there! And what a fantastic location. The racing was superb - although the result was not what we wanted. And the majority of American yachting spectators that I met were very hospitable and very pro-Team New Zealand.

After the races I took the opportunity to tiki-tour around Arizona and Nevada for a while (including some of Route 66), ending up back in SF. Fortunately a very good friend of mine lived just out of SF which gave me the opportunity to stay a while. Well, what a coincidence - It just so happened that the US West Coast Vintage Triumph Register and The Triumph Travellers Sports Car Club were to be holding their National weekend at San Rafael, just north of SF. An opportunity too good to miss.

As expected, the weather was sublime, the location fantastic, and the TR's prolific - over 400 TR's of all shapes and sizes converged on Santa Rosa. From immaculate factory correct restorations, to all-out hot-rods (a TR3 with a V8!) and every variant in-between. The distances travelled varied immensely too, from just down the road, to a 5-day road trip from as far away as Canada and Mexico, with the TR in an enclosed trailer.



We often come across images of a US based TR that have been fitted with US running gear. Not what we expect to see in NZ, but there is a compelling logic in the US. The majority of US TR owners just love using their cars, just as we do. But the thought of attending meets in the next town or state, or several states away is somewhat daunting. "If we break down in rural US, who will know how to repair a TR?" If fitting US running gear is the price to pay to be able to use their TR's regularly, with confidence and over long-distances, then so be it. The most popular conversion was a 5.7 V8 from a Corvette, however, of the 400 TR's I saw on over the weekend, I would say that less than 20% were converted.

And what a sociable crew.....the Team New Zealand shirt helped break the ice and I even had two couples introduce themselves to tell me about their visit to Napier, after they spotted the sponsor on the back of my 2008 "Art Deco" NW shirt. I also got to spend time with the Chairman of Moss Motors, who has an aunt living on Waiheke Island.

The organisers were super friendly and following a discussion over a couple of beers, (where I let slip I had been involved in Concours Judging), I found myself on the Concours judging team – and I have the cap to prove it. They employ a different technique to us, whereby a team of judges evaluates each car, with a separate judge for under bonnet, paintwork, interior, originality, and underbody. Interestingly, no one can enter their car in any concours class, without participating in at least one of the half-day runs or track events, prior to the concours. Thus ensuring the cars are used, and that the event is not dominated by "trailer queens".

I was fortunate enough to be judging "modified standard" class; a class for TR's that retain Triumph mechanicals, but allow comfort/performance modifications. Now, as a TR6 owner, I have hankered after fitting a Moss supercharger, but the conversion only works for LHD cars. (Unfortunately, the servo and steering column get in the way for supercharging RHD cars). So I was very pleased to see an immaculate supercharged Valencia Blue TR6 in my group. Perhaps I was a bit biased, but it was no real surprise that it was the class winner.

The weekend was open to all Triumph's and the other models were well represented, with Mayflowers (including a stretched version!), Spitfires, Heralds, Vitesses and Stags.

On display in the lobby at the main Hotel was one of Kas



Kasner's racing TR's, and in the car park an immaculate Jabbeke tribute/recreation TR3 with spats and alloy tonneau. But the stand-out car of the weekend had to be an immaculately restored Italia, reputedly having cost in excess of US\$250k. It had been driven less than 20 miles since completion – just from the restorer to Santa Rosa for this weekend. There was also a helmeted celebrity driver who did not speak – known as the STAG. All in all a glorious event.

I'm not sure I will be able to get back again this year, but if you are overseas, it is well worth while checking out the local TR scene. TR owners are a hospitable crowd, no matter where, and the variety of TR's never ceases to amaze.

So, finally, does America's Cup yachting and TRing have anything in common? Well, I think so.

How about - camaraderie; wind in your hair; a bit of sideways drift if there is too much water around; you know you are going to get wet occasionally...and American's love to bend the rules a bit. Which all adds up to some serious fun, on and off the water.

Happy motoring

Ian Harris

(Now let me see if I just relocate the servo.....and put an extra joint in the steering column, Hmmmm.)

Wellington Wafflings...

Events planned for July/August are:

- mid-winter lunch run, Sunday 13th, time and venue to be confirmed. Contact Jonathan for details
- Pub evenings, Wednesday 30th of July, and Wednesday 27th of August, at the Innkeeper, Broderick Road Johnsonville, from 6.45 pm

Johnathan

The Registrar Reports...

While visiting a coffee shop on the slopes of TeMata Peak during the NW 2014 after-tour, I met a former member of the Register with whom I have been able to exchange TR history of interest to us both, and hopefully to you.

Paddy Williams from Dunedin was interested in the whereabouts of fastback TR2 TS5512-O (see the cover of September 2008 Transmission), which he had admired as a youth. I was able to tell him that the car is under steady restoration in Christchurch, although I haven't heard of progress for some time. Paddy advised that Elio Chimmello (the car builder) was well known in Dunedin as the proprietor of a fishing and gun shop, now believed to be run by his son.

Paddy also told me he once owned TR2 TS3672-O, which in 1959 held the NZ under 2-litre record at 122 mph in the hands of Leon Witte. This car was also owned by motoring writer Eion Young, and is now still mobile and living in Kaikoura.

TR3 TS21983 is one of the last TR3s made and has been in the hands of the Chisman-McLeod family for many years. Paddy advises it is now nearing the end of a comprehensive rebuild and should be on the road again soon. Thanks to Paddy for pix for our records, which show a painstaking rebuild.

Wylie and Sue Evans from Canterbury advise that their TR4 CT4278-LO has gone to a new home with Register members Lyn and Val Scott of Christchurch. Wylie imported this car in 1996, rebuilt it and converted to RHD, and had it back on the road in 2007. He only sold it to buy a Lotus for the stable, but still has his TR6...

New member Duncan Graham has purchased TR6 CR642-O which was recently imported from UK, and featured as editor's choice of the cars for sale in the May 2014 issue of NZ Classic Car. Robert was able to assist Duncan with the UK history of the car.

New member David Hirst has his Valencia Blue TR5 CP2488-O under major rebuild at Drury. David brought his car with him from the UK several years ago, but it has never run on NZ roads due to 'difficulties' with the VIN authorities even though it had UK MOT validation.

Dennis Akers' TR2 BT303 was TS3598-O for sale on Tweedle in May, asking \$35,000. I was the third owner 'way back when', and the new one will be the thirty-third...

Please keep those cards, piccies and restoration updates coming in!

Kevin Tinkler

THE OIL LEAK SAGA

We've all heard the jokes and jibes..... Triumphs don't leak oil, they only mark their territory, a Triumph that doesn't leak has no oil in it, a Triumph that doesn't leak is not a Triumph, etc, etc, etc. My TR3A was no different. Old signs of oil escaping had created a mosaic of oil stains on the garage floor. And so, I was not surprised to receive a phone call from Vaughn after delivering her home following a winery lunch. She wanted to let me know of oil dropped on her driveway. To me, that was no big deal, simply the car doing what it usually did. Nevertheless, there was a certain urgency in Vaughn's voice as she explained that I 'd left a little puddle of oil behind, and trailed drops of it back down the drive.

The car up on axle stands and a good poke around. Sure enough, oil had escaped. It was dripping off the chassis rails, the floor pan was grossly contaminated with an oily film, there were beads of oil on the oil filter, beads of oil hanging off the sump pan, oil was splattered on the exhaust line and on the tailshaft housing, and the gearbox casing was heavily coated. Whatever the cause, it happened suddenly. It was not the case of a small leak growing worse over time. This was a significant failure.

The dipstick showed no sign of appreciable oil loss, but what had escaped certainly made a hell of a mess. I thought back to the oil and filter change I'd carried only two weeks earlier. Confident that was the cause, there'd be a quick fix. A simple matter of degreasing everything, tightening the new filter a little more, firing up the engine, checking oil pressure and for signs of further leaking. And so, all was done. The car sat idling for some time; no drips. A run around a few streets and back showed no sign of the problem. Great!

Alas, my relief was premature. A few days later, arriving home from a 50 kilometre trip, I encountered a repeat of the oil leak saga. Yet again, oil was dripping off the chassis rail, and the underbody was coated as before. This time I picked up the smell of burning oil, fumes obviously wafting off the hot exhaust. Puzzling, as I'd just checked and re-tightened the filter. However, I'd opted for a "spin-on" conversion instead of the old Purolator cartridge system, and fitted an adaptor during the last oil and filter change. So that must have been the problem --- the car didn't like the adaptor and spin-on type filter. It left me no option.. I discarded the spin-on conversion, and reverted back to the old filter bowl and cartridge. At least, then, I'd be able to drive without tell-tale oil signs following me.

The problem persisted. It showed up again after a bit of a run. And just as bad as before, grossly contaminating the underbody. Nothing leaked when the car was standing out of use. No leaks appeared at idle or following a quick trip around the streets. A vastly different story after a half hour's run, though, when the problem came back with a vengeance.. So it was back to square one. Up on axle stands again, a good de-greasing, and another very close look at things. This time I noticed someone during the car's earlier ownership had trouble with a leaking sump gasket. They'd smeared silicone rubber along the front of the sump pan where the gasket mated the pan to the block. So that was the problem, the sump gasket had failed! A simple matter of ordering a replacement from Rimmer Bros in the U.K. and having my local garage fit it.

The new gasket duly arrived and I dropped the car around at the local garage, fully briefing them on the saga. They were instructed to carry out the fitting, and to check for other signs of oil leakage. I called back later in the day. They'd taken off the sump pan, given it a good wash out, mounted it with the new gasket, and checked for other oil leaks as asked. They found oil seepage past the timing cover and also at the petrol pump mounting, so tightened things up where necessary. They felt sure they'd got to the root cause of oil leaks, and I drove the half kilometre

home, buoyed by their confidence. Parked the car back in my garage. Not one drop of oil to be seen! Terrific.

You'll know the pattern by now, though. The next decent run, and the car arrived back absolutely dripping oil. No option but to re-visit the local garage and get the car back up on the hoist. The mechanic and I both poked and prodded, but could see nothing awry. We lowered the car, I started the engine, and raised the hoist back up with the car idling. Straight away we spotted a steady drip of oil. Damn. It was coming from the front plate gasket. A lengthy and costly repair for a paper gasket only worth a couple of dollars. This would require a major disassembly of the front end, and so I ordered a front plate gasket, a front crankshaft oil seal, a new oil deflector, and a timing cover gasket from Rimmer Bros.

The various gaskets and oil seals arrived, and I got busy readying the car for its major surgery. I took off what bits and pieces I could, bearing in mind I had to keep the car road worthy for its short drive to the local garage. I removed the front indicator lamps, headlights, auxiliary lights, bumper assembly, grille, and the bonnet. Garage staff were left to remove the front apron and radiator.

In due course the car was repaired. I collected it, assembling the remaining pieces once home again. And having done that, headed off on a good brisk and carefree drive, happy knowing the recent oil woes were a thing of the past. **But it wasn't to be.** Halfway along the outward journey I detected that characteristic smell of burning oil, and on arrival back home was greeted by the usual mess. Oil absolutely everywhere. And after all the work we'd done . . . unbelievable! No improvement at all.

By now, possibilities were few. I thought excessive crankcase pressure may be to blame.

I solvent washed the oil filler / breather cap, and had a good look at the oil draft tube, but didn't think excessive pressure / blow-by, likely. The mechanic had checked for this too, and discounted it. I next fitted a new rocker cover gasket. I could see no sign of the old one leaking, but wanted to eliminate all possibilities. Only two other causes remained ...a) an oil leak at the petrol pump mounting gasket, or b) a failed rear main crankshaft seal.

The gasket at the petrol pump mounting was showing signs of leaking oil, so a repair kit was ordered from Rimmers. The petrol pump was rebuilt, and mounted to the block with a new gasket. The old one had a large chunk of material missing, so we were quietly hopeful this new gasket would have improved things. **Unfortunately not so.** It made no difference. The well established pattern returned. No leaks with a cold motor or the with car standing unused. No leaks when idling or after a quick trip around the block. After a decent run, though, once more there'd be oil all over the place.

I spent countless hours on the internet, researching whatever I could, reading material that may shed light on the issue, and discussing the problem with anyone prepared to lend a sympathetic ear. All indicators suggested the reverse scroll seal on the crankshaft. Surely the felt sealing strips must have failed, allowing oil to leak past. The only mysterywhy did beads of oil occasionally collect along the bottom of the sump pan? The mechanic and I discussed this at length and concluded undercar turbulence must drag some oil forward. It was a relatively small amount after all, most of the heavy contamination was well aft and supported our view that it must emanate from the rear main seal. And considering the level of contamination, we couldn't envisage any other source. Nothing for it but to replace the felt strips, and so I duly ordered new felt rope, and yet another sump gasket, from Rimmers. Then I was off to the garage once again, with the new bits as soon as the order arrived from the U.K.

Imagine the mechanic's surprise a day or two later. He'd removed the seats, carpets, gearbox cover, dropped the transmission, disconnected the clutch, and then found no fault with the rear main crankshaft seal. It hadn't leaked a drop, and clearly wasn't the culprit. Apologies to Mr Scroll, he was performing admirably and had been blamed needlessly.

By now we had a real puzzle on our hands..... where on earth was the source of the leak. We'd replaced all gaskets, replaced all the oil seals except the rear main seal but checked that, taken off the sump pan, washed it out, and mounted it with a fresh gasket, checked for excessive blow-by and crank case pressure, looked at the block for cracks or pin holes, replaced the oil filter, cleaned the engine breather cap, inspected the oil draft tube, all to no avail.

Finally, and purely by chance, the mechanic stumbled on the cause. While stepping away from the hoist after checking the main seal, a play of light reflected across the sump pan showing what appeared to be a hair stuck to it. Closer examination revealed a hairline crack. A large one at that, 200mm in length running in a straight line fore and aft. No sign of damage to the pan.. no dents or scuff marks and no indication of any foreign object having struck it. The garage staff had never encountered anything similar before. They attributed it to fatigue, years of metal heating and cooling, expanding and contracting causing the failure.

The last thing we expected was the sump pan. Simply because it was the very first thing we'd checked. I'd already had it taken off, washed out, and replaced with a new gasket. In addition, the car had been on the hoist numerous times, and the bottom of the sump pan degreased when cleaning the underbody after the several road tests. Even with all that attention the hairline crack was never spotted. The problem was, the crack would close that tightly so as to be invisible, and it remained that way without leaking until the motor had worked hard and things got hot. A run around a few blocks wouldn't start the leak. It was only after a 30 km trip or so that the metal got hot enough to open, and the oil thin enough to escape. When things cooled, the oil would thicken, the crack would close, and the engine wouldn't leak a drop.

So there we are, folks, I've proved the sceptics wrong. I now have an old Triumph that doesn't leak a drop. To be fair, most of the gaskets and seals we replaced were leaking and due for replacement anyway. But don't ask what my quest for a drip free Triumph cost. Don't ask, because I won't tell. Suffice to say, I've been nominated Rimmer Bros most regular customer, and by my own reckoning, I now own half shares in the local garage.

Bill Rogers



CAR...TOON CORNA



**60 miles an hour?! But that's impossible!
I've only been driving for 15 minutes!**

**FIRST TICKET IS FOR TEXTING. SECOND ONE IS FOR
TEXTING "I CAN SEE A BIG FAT STATE TROOPER, LOL"**



TRansactions

A set of 4 Wire Wheels (Dunlop)

15" x 5.5" 72 spoke to fit
TR4A, TR5, TR250, TR6 etc
(P/n WWP457C)

These wheels are silver painted steel and have only been used for somewhere between 1000 & 2000 miles total since new. These wheels were on my TR5 when I bought it in 1991 but, when it was rebuilt, were replaced by chrome wire wheels. They are fitted with tyres (Goodyear NCT VR65 205/65R15), tubes and wheel liners. Tyres have between approx. 3mm & 4.5mm tread remaining.

New cost would be about \$370 each for the wheels. I would like \$225 each for these. ...consider the tyres, liners & tubes included free.

Contact Robert Johnston 09-5751661 or robert@dataquest.co.nz

TR5 & TR6 and other Triumph PI Components

Injectors (exchange)
Banjo bolts (exchange)
Metering units (exchange)
Bosch type fuel pump kits (purchase)

These items, ex Auckland are from Prestige Injection, reputedly one of the leading UK suppliers and are being offered at competitive costs as a service for TR owners.

Robert Johnston 09-5754151
021942684 or tr@dataquest.co.nz

TR2/3/3A parts

Lucas horn Push/indicator - most of the internal workings, including the horn push and spring, contacts, base, trafficator switch and lever and plunger rotor, cam, pawl and spring.

Gearbox Dipstick

Bomb Type starter motor, has been welded but OK for parts.

Bob Birdsall
07 8647223

[<sjandbbirdsall@clear.net.nz>](mailto:sjandbbirdsall@clear.net.nz)

TR2-3A

1 x pair windscreen stauncheons
\$100
1 x used speedo \$100
1 x used tach \$100
1 x **new** TR2 Front Apron badge
(original) Stanpart 601890 still in box
\$170
Left and Right steel door cappings
\$25 each
Glove box lid \$5
Dash Centre panel \$10
TR3A outside door handles \$20 each
TR3/3A axle (new) \$100
Spare Wheel lid \$200

TR4-6

A-posts, left and right \$50 each

Steve Payne
Te Awamutu
Ph 078715443 / trixrestorations@ihug.co.nz

1961 TR3A for sale.

Commission Number TS80402. Full body-off rebuild almost completed - just interior trim and general detailing to finish. All rust removed from body and chassis, media-blasted, epoxy primed, painted (Triumph Red) in my professional engineering workshop. Engine fully reconditioned 2 years ago but never run. Overdrive on TR4A gearbox, new clutch. 60-spoke wires.

New wiring loom. Instruments overhauled. New carpet set. Seats and hood in good condition. Registration live. All the bits are there and all the hard work has been done.

\$19,500 ono.

Jim Turnbull to arrange inspection and for further details
(09)413-8118 home; (09)838-5695 work; email: mail@jetpatcher.com

JFZ 4-Pot Calipers

Upgrade those poor performing TR7/8 front brakes

This is a 4-pot set of calipers that will bolt on to your TR7/8

Fits 260mm vented rotors

Takes Wilwood 15-8850 pads (centre pin lock)

Will fit 13" wheels but best with 14" Easy way to upgrade \$75.00 for the set plus postage costs.

Terry Byrne
021917478 or gouby@xtra.co.nz

TR6 Hardtop. \$2000.00

I bought this hardtop a few years ago during my restoration and have now decided not to use it with my car. It was refurbished and painted as part of the the previous (hood) owner's car restoration.

The trim is in very good condition. New side seals and new rear corner finishers are included. It does not appear to be a factory colour and the photo shows it is close to my car's pimento .

I can supply more photos if necessary.

Chris Dakers (09) 849 3396 evenings only.

or email chrisdakers@xtra.co.nz

TR7 1977.

2 litre 4 speed, blue with white stripe along sides. Mag wheels and sunroof. 198517 kilometers. Good solid car for restoration – all original.

Rego on hold but would get up to date and warranted.

Offers around \$7,000.

Phone John 09 407 8189

Crown wheel and pinion

3.45:1 ratio. Suit all 5-speed TR7 & 8 models. Complete with green speedo gear. \$350.00

Kevin 07 8274833 or 0274957877

TRansactions

Laycock "A" Type Overdrive

components TR2 -6
Sliding clutch (Exchange)
Annulus (TR spec with correct
speedometer gear) (Exchange)
Bearing kits and other parts
(Purchase)

These items, available ex Auckland
are from ORS, Sheffield, UK, one of the
mainstay organisations in UK supporting
these overdrives. Items are being offered
at competitive costs as a service for TR
owners.

Robert Johnston 09-5754151
021942684 or tr@dataquest.co.nz

2 x TR 4 Koni special "D" adjustable
front shocks, 2 x Armstong TR4 front
shocks, 2 x door strap checks, 2 x Lucas
TR4A side flasher lamp set type L771-
12v Left and right hand complete, 1 x set
cam bearings for TR 2-4A, 1 set of 4 x
87mm wet liner sleeves with pistons and
pins + figure of 8 seals. 1 x TR2-4
camshaft chain wheel and crankshaft
wheel, 1 x TR 2-3 Strg column grommet,
Used parts

1 X L/H TR5-6 bear door, 1x L/H TR6
front guard, 6 x Used 40 plus TR 6
pistons[very good order] 1 x Saloon PI
"J" Type gearbox complete.

Ashley on 036126644

WANTED

TR6 1973 CR model Pedal Box and Pedals

Right Hand Drive

(or know anyone who has these
spares)

contact Colin Deaker

ph 034740539
anzacpanel@xtra.co.nz

For TR7 UK spec

Front bumper
Rear bumper
Two front wheel hubs
LH &RH leg struts

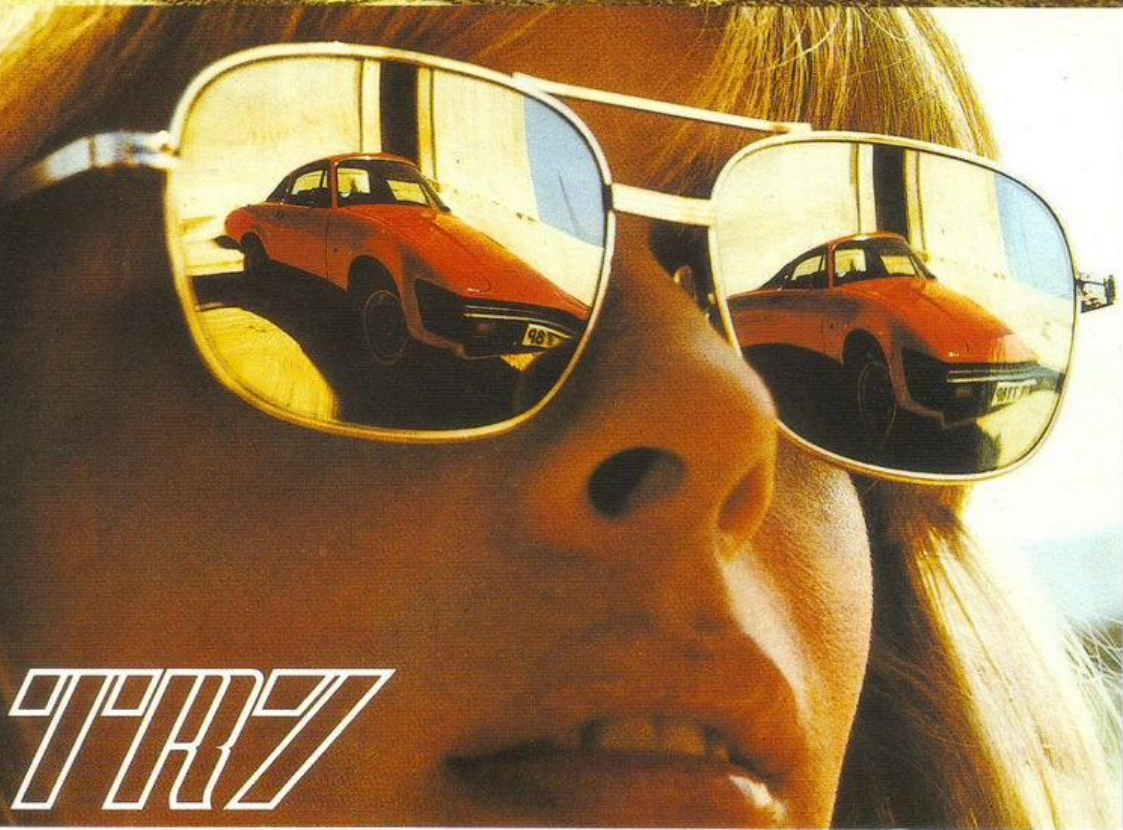
Neil Whittaker
06 3684649
jnwhittaker@xtra.co.nz



Immaculately restored Italia at
US National Weekend



Waikato and Auckland team



TR7