

TRansmission





Murray Booth & TR6
and Kevin Tinkler & TR4 at CRC Speedshow



Panoramic view of Nusfjord



British cars under the German gun - see P25



See Bill's Top O' The South Report

Transmission

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FRONT COVER

**Deep South Group cars
lined up at lunch at Otarehwa,
Brass Monkey country**

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.

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TOP TORQUE



After a week experiencing the Australian TR Register Concours at Noosa we returned refreshed and are all revved up about all things TR. Not only that but the weather was idyllic just the ticket for messing about in open top sports cars. Alas all good things must pass and it's back to the reality of our own spring weather which can never be described as idyllic. Our Australian colleagues were very welcoming and several reminisced fondly about their South Island tour a couple of years ago where our Deep South and Christchurch members looked after them when touring in their territory. They are keen to organise a tour of the North Island so it will be a chance to demonstrate that northern TR hospitality is as good as that of our southern members.

Hopefully this will be the last time I have a need to mention the Health and Safety Reform Bill but it seems that sanity has prevailed in the Beehive corridors. The Federation of Motoring Clubs along with a number of other voluntary organisations has been successful in lobbying the Government. Workplace Relations and Safety Minister, Michael Woodhouse, announced that coverage of volunteers will remain the same as the provisions under current law, ensuring volunteering is unaffected. What does this mean for the TR Register? Simply put, we can continue to operate as we have done in the past, however I would recommend that organisers of events take the time to consider, advise and mitigate any risk to the welfare of participants.

Those of you that are onto it will notice that this issue of TRansmission is full colour. As they said in the TR7 marketing blurb this is "the shape of things to come". The committee has reviewed the budgeting process and appropriately prioritised expenditure that will benefit all members. The other initiatives include an increased funding contribution to the National Weekend and a continuation of the recent increase of interisland subsidy to \$100 for those attending the NW. The intention is that we balance the annual budget in an effort to avoid further accumulation of funds.

A further initiative that has almost reached completion is the transfer of the membership database to the website. This means that the membership list and contacts is now available to us all on the members' side of the website. All you have to do is register to be given access. It can't be difficult as even I was able to do it successfully. If you are not confident then draft in a grandchild. Access

to the membership list will also enable you to review your own details and to change them yourself if they require updating. We have a number of people that have not advised an email address, as we are communicating more and more by email and you might be missing out so please ensure your address listed.

About now you will have received your membership renewal notice. This year we have moved into the electronic age and the majority of you will have received your renewal by email. We know of a number of members that either do not have an email address or just don't use email, to those we have sent renewal letters out by regular post. So don't delay sending in your sub please, in my book we get very good value for our \$40 membership and I also find if I don't do things immediately I tend to forget about them.

It's coming up AGM time again and it is be held on 3rd of November, the venue yet to be booked. Keep an eye on the website as we intend to follow the AGM with a dinner. All members are welcome, particularly those from out of Auckland so if you have to visit family or have business to attend to why not time it for early November.

I read recently read that the weather pundits are predicting a long hot dry summer. While the farmers won't be very happy let's get the TR ready for summer now so we don't miss any opportunity for topless motoring. Hang on, the garage is cold, the All Blacks play in the morning, need an early night.....maybe I should start next week instead.

Cheers

Frank

EDITORIAL TEAM

TALK

Welcome to this bumper edition of TRansmission. We haven't had 48 pages for a very long time - thanks on your behalf as readers to the many people who have responded to the call (and cajoling and probably harping) for articles.

We have four stories of members cars and the work gone or going into getting them on the road. Thanks to Julian Jones, Grant Simpson, Andy Lee and Jim Davis.

Last edition we ran a story on fuel for classics, inviting feedback. On page 43 there is an article from Robert Johnston which was written many years ago and has been updated for your enjoyment and education. And a story and some nice photos from our European correspondents, Robert and Stella, from their trip in Norway (in a diesel TR6).

The move to full colour for the magazine has enabled us to modernise the regional headers. Your group leaders all favoured this change and hopefully the format we have chosen meets with your approval in representing your patch in our beautiful country. We contemplated a referendum on the choices but your Committee wouldn't approve the necessary \$26 million budget.

It was sad to hear of the deaths of Peter Tapp and Ian Bradley. They were always friendly, welcoming, and enthusiastic members of the Register. Our condolences to their families.

Several of the regional reports mention Nationals, so there is clearly an excitement building even at this early stage. Some of the attractions of Dunedin (beyond the lovely people) are profiled in this magazine. If you haven't registered for Nationals yet, do it!

As several of the group leaders observe, Spring has sprung and welcome it we certainly do. There's nothing more enjoyable than a top-down run through the countryside with the lambs, calves, and blossom on display. So hopefully you have plenty of opportunity for TR fellowship and driving.

Stephen, Trevor, & Brian

Contact us at: editor@trregister.co.nz or 0274782246

COMING TO THE NATIONALS 2016 IN DUNEDIN?



Dunedin City is renowned for its close proximity to incredible wildlife and is arguably referred to as New Zealand's eco-tourism capital.

The Nationals will tour on the Otago Peninsula famous for its remarkable range of scenery and wildlife, including the Royal Albatross Colony on Tairua Head the only Mainland breeding colony and also the home of New Zealand's only fully restored, Armstrong disappearing gun still in its original firing position. Little Blue penguins and one of the world's rarest, the Yellow Eyed penguin, New Zealand Fur seals and the rare Hooker sea lions as well as a variety of water and wading birds inhabit the small bays, inlets, sandy beaches and rugged coastline.

We will also be lunching in the 'Chalet' at Glenfalloch Woodland Gardens giving a chance to enjoy one of our Gardens of National significance. Situated in peaceful, relaxing surroundings you can enjoy harbour views and stroll among the azaleas, rhododendrons, magnolias, fuchsias and a profusion of other flower species which share with native ferns, exotic imports and indigenous trees. A showcase of over 120 years of conservation and expansion of our botanical heritage. Glenfalloch is a four season garden with each bringing its own special array of colour and fragrances.

Register now, we are keen to showcase our City and surrounds and guarantee a great time.

Brian Hope for the Organising Committee

LAST CHANCE

Thanks to those who have sent in
photos of your TR
for the TR Register's 2016 calendar.

For those who haven't yet,
time is running out.

\$\$\$\$\$

Your photo as "Car of the Month"

PLUS a free calendar

Email photos to: editor@trregister.co.nz
by 15 November 2015



Waikato Wanderings



Greetings from the Waikato group.

As reported in the last magazine, the Waikato were prepared to brave the winter elements and with the well organised run by Merv and Kaye Thorbourn the "Winter Meander" was on.

We could not have picked a better day to set out on our morning meander; the previous day was met with high winds, heavy downpours and even a small tornado in Matamata but the next day, our TR meander day, the skies were blue and there was not a drop of rain to be seen. Sure, the wind was rather chilly however when you are all tucked up in the TR with the heater on full blast, cruising through the back roads observing the ever changing landscapes of the country, the biting wind doesn't even enter your mind unless of course you did not take the time to check the gaps when fitting the doors on your newly restored TR.

Six TR's assembled outside the cricket park in Cambridge, driving instructions were handed out which included a friendly quiz, and coffees were enjoyed before setting forth on what would end up being a most enjoyable and effortless TR run.



The meander would take us out of Cambridge and on to new roads as well as those more familiar. We followed the mighty Waikato River towards Karapiro, crossed over on Maungatautari Road and headed inland riding along a few of the roads used in the Targa rally.

If the answers to the questions were not obvious there was room for the more creative members to shine; 'who lives at Rockhaven', well, the Flinstones of course. To slow the more 'speedy' drivers there were silent checks along the way, all placed on the left hand side of the road (clever thinking), some were obvious to spot while others, well, let's just say they were in rather sneaky

places which required you to write the previous answer and look out for the next one at the same time. The later meant a lot of reversing, I could not recall the last time he had to reverse six times on a TR run or had to carefully perform ridiculously tight 'U' turns all for the want of two extra points. We are an eager bunch and somewhat competitive too one could say.

Our reward for all of this arduous driving was a long dining table at the Cafe Irresistblue looking out onto Mt Pirongia, seating for 14 to enjoy wonderful food, hot coffee and the odd glass of wine too. The food was marvellous, the weather was suburb, the company fantastic and the cars were presented in true TR style. A special mention must be made again to Merv and Kaye for producing a most excellent run for us all to enjoy, many thanks for your efforts. Another successful TR run for the Waikato group.

As always our meetings at the Masonic pub each month are well attended and with the summer ahead, some good runs planned, bring on the sunshine.

Hopefully you will enjoy some of the photos of the group.

In the meantime,
Happy motoring from the Waikato Group

Peter.P



City of Sails Area Report

As with most of the groups, this quarter we have been beset by an overabundance of bad weather, which has meant little action on the TR front, at least in my case. There are those of course who will take every opportunity to be 'In the Wind', and those hard core members have been to the fore as usual.

This quarter has also seen the loss of a long time member, with the passing of Ian Bradley, TR4 owner and member of the Auckland Group who sadly passed away while overseas.



Another long time member decided it was time for an update and sold his much loved TR6. Les Seiler, who many of you will know, offered his red TR6 up on Trademe and was inundated with interested people. The car sold very quickly to Joe Allen, son of Tim who originally restored the car back in the 90's. A great result for everyone, and if Joe

joins the Register we will still get to enjoy a fine TR6 (see photo above).

Our members have been busy in the cave though, with Ian Harris' Damson TR6 having some upgrades and nearing completion; Matt Taylor's 6 has been in for a gearbox overhaul, which will see the end of the noises emanating from that region; Two total restorations have been completed, with the TR6's of Brian Sadgrove and Julian Jones about to join the ranks of quality cars within the Auckland Group; and there are more mine included.

Pub Nights have been well supported at our newish watering hole "Swashbucklers" at Westhaven, with the usual suspects joined by some new members, stories and magazines swapped, the odd joke shared, as well as some fine ales.

Outings/Events have been scarce although a group of us did make it to the Auckland Film Festival during July and the screening of – Steve McQueen: The Man & Le Man, directed by Gabriel Clarke, John McKenna.

Lavishly illustrated with long-lost motor racing footage and rich in interviews with the veteran drivers who were there, this doco explores the making of Steve McQueen's ill-fated Hollywood epic, Le Mans.

A very interesting documentary style movie, with some very good racing footage and an insight in to the world of a man that many looked up to and aspired to be like, hmmm.

July also saw the Register invited to show a couple of cars at the CRC Speedshow in the Classic Cover Insurance Classic Show, and we jumped at the opportunity. Murray Booth (Magenta TR6) and our Registrar Kevin Tinkler (Black TR4) offered their cars to display, and we set about making the best of it on the Friday before show weekend.



Both cars were a credit to their owners, and Kevin's 4 made it on to the pages of Petrolhead. Now that's some good free advertising for the Register.

We haven't all been stuck in the cave of course, with the President making a trip across the Tasman to enjoy the Australian TR Registers Nationals, and judge in their Concours event.

Robert Johnston had another trip to Europe, this time enjoying a trip to the top of the world, the Arctic Circle, in a diesel powered TR6. And if you think that would have cut the power down, Robert will suggest that it enhanced the overall performance, with power and fuel saving all rolled in to one.

The coming months as usual (with the advent of the warmer/drier weather) look to have everything necessary for enjoying our cars – the Isadora Duncan Rally, ATCC Show n Shine, Fish n Chip runs, bring it on!

Oh, and Happy MoTRing

Steve Martin

TRansmission — TR Register (NZ) Inc.



Deep South Group

Spring has sprung today! Or it feels like it. The last couple of days have been a pleasure to be out in which encouraged me to get the TR out. It was great being able to motor with the top down and not freezing to death.

The motoring season has kicked off down here in the South. We have had a very successful 2015 Mid Winter Curling Tour. There was a good turnout of members to enjoy the run up through South Otago to Central Otago and then through the historic towns of Ophir and St Bathans and on to Ranfurly for the night. This is always an enjoyable tour with the snow on the hills and the clean crisp air which Central is known for. There was very little traffic on the road so it made for enjoyable motoring.

We woke on the Sunday morning to the possibility of rain but fortunately it didn't eventuate. In fact as we got closer to Naseby we started to run into frost. The curling was a lot of fun as usual and several of our members were introduced to the "Roaring Game" for the first time. I hate to admit it but the first timers proved to be better at the game than some of us seasoned players. At the conclusion of the games we headed out to Oturehua for a very enjoyable lunch before breaking up and making our different ways home.

The next event on the Deep South Calendar was the 2015 Autospectacular. This is an annual motoring spectacular with cars from all around the South Island being on display. There are certainly some exotic cars around. What some people spend on



Deep South Group
"other cars" display at Autospectacular

doing up their cars is unbelievable. It is rumoured that a Holden on display had cost the owner over \$300,000 to get it to the stage we saw it at the show. Not content with that he has now spent another \$150,000 on doing up another Holden to tow it. As they say, "It's only money!"



Right brand—wrong models

The Deep South Group this year decided to deviate from past years and instead of putting our TRs on display some of our members displayed the "other" cars that they have in their garages. We had Don and Judy Bradley's Triumph Stag, Brian and Susan Hope's one owner Triumph 2500S (a genuine one

careful lady owner car), Stephen and Gail Higgs' very original early Toyota LandCruiser, Liz and Pratty's very nice Jaguar SS Swallow 100 1999 replica, Linden Sizemore's brand new VW Golf R DSG rocket ship and Murray Coomer's immaculate Triumph Bonneville motor bike. It was a very successful display and created a lot of interest and comments from the public ,thank you to the members who made their other vehicles available.

The Autospectacular is not really a show and shine type of display, it's more of a car display to show what is out there in the motoring world. We are just lucky that there are some very nice and rare cars being restored up in Central and that their owners are prepared to display them for the public to see some of the exotic machinery that was produced around the world in days gone by.

The 2016 TR Nationals are well in hand, everything is coming together and the closer we get the more we are looking forward to welcoming all the attendees to Dunedin.



Right brand - two wheels short

Jane and Trevor

THE DEEP SOUTH 2015 MID WINTER CURLING TOUR

Six car loads of hardy Deep South members braved a good frost to meet at the Good Earth Café in North Dunedin for a pre tour coffee and briefing before heading out on the road to Central Otago. As mentioned, there was a good frost so everybody with the exception of Stephen and Trevor elected to travel with their tops UP! The weather up to the weekend had not been too good but the prediction for Saturday was positive and the trip up to Roxburgh (our lunch stop) was very pleasant but cool. The rest of the group were at Roxburgh waiting, having motored from Tapanui and Central. Pratty and Liz turned up in their newly acquired SS Jaguar Swallow replica. It certainly generated a lot of interest and Pratty and Liz were only too happy to answer any questions on their new pride and joy. It's certainly an impressive car.

From Roxburgh we headed through to Clyde for a walk around the town and take the opportunity to inspect the recently refurbished Olivers Restaurant and boutique Brewery. The complex looks very nice and certainly a place to keep in mind for a future visit. We didn't try the beer but the locals tell me it is a very nice drop. Saying goodbye to Clyde we were off again this time down through Omakau, detouring into Ophir on the way for a group photo (see photo) and then on to the historic town of Saint Bathans for a very welcome cold beer in the old Saint Bathans' pub. The day had turned out as one out of the box, more like summer than late winter. It's hard to leave Saint Bathans, it's so peaceful and a great place to take photos of your car, either down by the Blue Lake or outside the old historic pub, but leave we must. It was on the road again heading for our final destination for the day, Ranfurly and the Ranfurly pub. It's a great place for a night stop. The beer's cold, the rooms are warm and the beds are good. What else could you want? We enjoyed a very pleasant hour or so in the private lounge bar catching up on what everybody had been up to since the last time we were all together before heading down for dinner and more socialising. A satisfying finish to a very enjoyable day.

Sunday dawned fine but cool, Curling Day! After a leisurely breakfast we were on the road to Naseby and the Naseby Curling Rink. It was a fun morning, lots of laughter and good natured ribbing. It's certainly a great levelling game. Norma Park, who had not played before, surely showed us old hands a thing or two on how to play and win! She could put her stone in the box every time while some of us struggled to even keep the stone in the rink. It's a very enjoyable game, the temperature may be cool but you do have a lot of fun.

Oturehua and the Oturehua Pub was our destination for lunch shop after a great run through to this small Maniototo town, made famous by the Brass Monkey Rally, a motor cycle event that is held there every year in the middle of winter. It is also the town that has the historic Hayes Engineering workshop, an old engineering shop in a time warp from years gone by and is well worth a visit if you are ever down this way. (Check the opening hours before you come!) The publican made us most welcome and along with a good meal he also ran a competition for the car the barmaid would most like to own. Alan and Norma Parks ran away with the prize for their very nice Triumph Stag, well done Norma and Alan. Annette McDonald was also awarded a prize as it was her birthday and what better reason than a birthday for a prize.

All good things come to an end and it was farewell to the Central Otago contingent and Alan and Norma from Tapanui. The rest of us headed back home either by the Pig Root or through Middlesmarch. Once again the weekend turned out to be a lot of fun and a great way to kick off the touring season here in the Deep South.

Our sincere thanks to Susan and Brian for once again organising The Deep South Curling Tour. Well done.

Jane and Trevor



Hawkes Bay Happenings...

You have all no doubt heard the rhyme – Spring has sprung, the grass has riz, I wonder where the birdies is – well our spring has sprung a major leak!!!! After some lovely warm days mid-September, as I write this it has been raining heavily for two days and is forecast to last another 4 or 5. This has led to the

postponement of our Spring Run so I can't report on the lovely day out in the country we would have had.



But I suppose we have to think of other people in our community. The weather forecasters are predicting a very intense El Nino weather system that will give drought conditions to the East coast regions over summer, great for open top TR drivers but not so good for farmers. So this deluge should boost ground water levels and the pasture growth, although I am not so sure about the stone fruit growers who have trees in full blossom. We can never all be satisfied.

We have continued with our monthly Club Nites over the winter with some reasonable turnouts. It was lovely to have

Bruce and Susie Ironside along. Bruce has been fitting an overdrive to their TR4 and is getting close to completion now he isn't trekking to the Middle East every second month. Richard Hibbert has also all but completed the restoration of his TR4a after some initial engine problems. We look forward to seeing these cars on the road soon. Colin White who recently restored and then sold his TR2 is now starting a new project – a Lola T70 as a road car! I look forward to seeing progress on that.

During August, Joy & I took the opportunity to go to Wellington for a weekend and visit the two Gallipoli exhibitions which are at Te Papa and the

Dominion Museum. Both were well worth seeing. The Te Papa one is done by Weta Workshop and shows Gallipoli through the eyes and words of eight New Zealanders who took part in the campaign, from officers to a nurse. There is a model of each of them which is 2.4 times lifesize. The detail on these is amazing – those who went to the Nationals in Blenheim would appreciate these after visiting Omaka.

The other one by Peter Jackson covers more of World War One and begins with you walking through a village in France or Belgium and leads up to the beginning of the war. The lifesize models are again excellent. Posters tell of the progress with relevant extracts from soldier's diaries included. Plenty of time to see them as they run until 2018. A bonus on the weekend was I had just received my Super Goldcard so got free bus trips to and from the airport to our central city hotel. Wellington is a great place to visit, stay central and walk everywhere.

We now look forward to a long, hot, settled summer and of course the National Weekend in Dunedin – have you got the weather sorted lasses and laddies?

Happy & safe MoTRing

Graeme & Joy



Memories of 2008, Kairakau Beach, Hawke's Bay



Top O' The South

THE TOP O' THE SOUTH REPORT

As I write this, the days are lengthening and spring's making its tentative appearance. Blossoms are out, and there's whitebait moving up river (some now in my freezer). Yeah! The promise of warmer temperatures will herald greater opportunity to wheel the TR3A out.

Not that mine's been sitting idle. It's been pressed into service regularly during winter months. At least once a week. Sometimes more frequently. Not so much group outings, but shopping trips, excursions through to Blenheim, and occasionally further afield to take in the winter spectacle.....Marlborough countryside frozen white under a cracking frost.

The Classic Motoring Society organised a late June outing ... soup and toast lunch at the Trout Hotel, Canvastown. Twenty five cars took part. A dozen from Nelson made the trip. I joined the Marlborough contingent. We departed outside Basis, the car parts supplier in Renwick. Many TRansmission readers will be familiar with Basis after a visit there during NW2015. Proprietor Anthony van de Water is the owner of a TR2, having had it in his possession for the last 40 years or so.

The Trout Hotel was a nice easy 45 minute drive away and the weather was ideal. Clear, calm and sunny, but with a real winter chill in the air. The old historic hotel was an interesting venue. It's weathered 110 years, withstanding recessions and downturns, and floods, etc, but it survives, plying its trade, and dishing out hospitality. And the hospitality during our visit was faultless. \$10 for a bread roll, soup (self service! I ladled out a very generous helping of seafood chowder), and bottomless coffee. Great value.



A very enjoyable occasion, and eventually I headed back to Picton. Goodbye to the Nelson group, whose table I shared. And goodbye to the Triumph I'd parked beside. Not a TR register vehicle, but a very nice Triumph 2500 saloon. I left for home replete.

Winter hadn't finished, and I was dealt a reminder a month later. The Classic Motoring Society had plans for another run, their sights set on a cafe lunch at Linkwater Lodge. I was keen, but after a spell of fine and settled conditions, August 16th was a disappointment. The weather had gone south, and with it cold temperatures, wind, and



steady rain. Too proud to be seen with the top up, I left the TR3A in the garage. I retreated indoors, lit the wood-burner, worked on this report.

While this concludes the report from the Group Leader's desk, Top O' The South members Andy Lee and Dave North have provided a couple of interesting stories.

Andy recently acquired a TR6. He tells of finally buying the car he'd admired for 10 years. And Dave North has taken his TR3A hill-climbing.

Both these accounts feature elsewhere in this issue. Be sure to have a read. Thanks Dave and Andy, it's great hearing from our Nelson colleagues.

Cheers from Top O' The South,

Bill



Restoration of TR4 - 1962

After seeing the plea for any restoration stories in the last TRansmission mag, I decided I would have a go at writing on a cold wet miserable Saturday afternoon here in Canterbury. Over the years I have done a few restorations on my cars, each time I have done more and more myself and this latest car is shaping up to be my biggest effort so far. After initially starting out in classic cars with L15 Citroens and including a full restoration on one in later years, it was about 10 years ago I found Triumphs. My first Triumph restoration was my 1955 TR3 that took me about 4 years to complete and has now been on the road for 5 years, and attended a couple of nationals. This TR3 shares my driving time with my MGRV8, a slightly more modern comfortable classic. (Ed - see next page for a photo of these lovely cars).

However it's the restoration process itself that I really like doing, and so approx 5 years ago after finishing the TR3, I started looking round for a TR4 to have a play with. I eventually found one and the process has started again. I have had the car for over 4 years now and the restoration will take me a few years yet (after all how many two person British sports cars can a person drive at one time). In reality the earthquakes slowed me down for a couple of years while we went through a house rebuild.

So where is the car at now? When I purchased it, it was already a restoration job in a disassembled state. I completely stripped the car again and then had the body and chassis media blasted. This process showed up what I sort of anticipated, the body was riddled with rust having originally been imported from the UK a few years earlier. The bodgy body work that had been done previously was exposed and essentially required major surgery. So after obtaining new floors and sills via the registrar parts indent program from Moss, I decided to install and weld these parts in myself. Before I started however I decided to do a course at the local Chch Polytechnic on car restoration basics and this helped give me the confidence to tackle what was in front of me.

The media blasting exposed that the base of the "B" pillars, one "A" pillar base, the base of the front firewalls, and numerous other areas were just eaten away. So for the couple of years I have been fabricating these bits and welding them in at the same time I was installing the new floors and sills.

The photos supplied give you an idea of what we have been doing and some of the areas I have had to fabricate. It's been a long slow process so far but in reality I find it quite enjoyable.

When I first started this project I had in the back of my mind a number of thoughts. One was whether or not I install a 2500 six cylinder in the car, mainly because I already have a 4 cylinder. At the same time I thought I might set the car up as a works style replica (even contemplating whether to paint it powder blue when the time comes) since there doesn't seem to be many of them floating round in NZ.

Deep down I might look to use it for a bit of fun track work, or a targa perhaps in the future. Nothing to serious.

As I write this I am still heading down the track of a works replica look, with a few minor mods, with the final colour and engine choice still to be decided.

When I am not playing round with the body tub, I have continued to work on the chassis, after stripping and media blasting the chassis I started strengthening the chassis using fillets of metal along the lines of the kits sold by Revingtons and others. I also made a decision to alter my steering rack mounts from the early original vertical mounting, to CTM supplied horizontal rack mounts, to enable me to fit a new solid mounted quick rack. These new mounts were professionally welded in just to be sure to be sure.

Continue reading on P22

Some of the body and chassis work that Jim has done



The two current classics, the TR3 restored by Jim

With these alterations done I have painted the chassis with POR15 and started reassembling the suspension. Most of it is in now as you can see from the photos, along with adjustable top link to give a bit on Negative camber, poly bushes all round, updated springs and adjustable shocks.

Next steps are to have the rear axle checked over, then I won't be far away from having a rolling chassis. Once on four wheels I can start running new brake lines etc.

Currently I am still deciding whether it will be a 4 or a 6. and so I am looking to borrow a 2500 engine and gearbox to see what needs to be done and what alterations are required to the various mounting points, cooling system etc. If anyone has done this engine transplant before I would really appreciate any comments or thoughts on what's involved.

Not sure when we might have any thing else to report and the rate I work it could be a year at least.

Jim Davis



Canterbury Tales...

In the past three months Canterbury Group has continued its regular monthly social gatherings; we move them around the city to give some variety and to ensure the members of our wide-flung group get a fair share of travel. For some of our far away members though, their travel distance is hardly changed by any location we choose in the city. This week (23 September) we went to Amberley for our social gathering. This is a one hour drive from Rolleston, and not much shorter from central Christchurch. When talking to Wylie and Sue Evans over dinner, they mentioned that it is the halfway point between their place and Christchurch. We are a lucky Group, to have such committed people who routinely journey for well over an hour each way to come into town for these events, along with those others who come from almost every edge of the city. We had 23 people for dinner at Amberley, by the way.

In August we did a local drive, starting with us meeting for coffee and muffins at a Café in the "Izone" industrial park in Rolleston. We were joined for this event by the Triumph Stag owners group. We did a joint outing with them several months ago. Other than their car choice, they are exactly the same kind of people as those of us in the TR Group; I am sure this is truism of most classic car owner groups, at least for the British car owners. I have heard some 'naughty' comments about Italian and German classic car owners clubs, and the things they get up to.

Anyway, the weather leading up to our day out was pretty wet, so I was pleased when at about 8:30 am on the Sunday morning of the run we had bright sunshine (not a lot of heat in the air though) so all was shaping up for a 'topless' drive on the 160km or so of local roads, leading to a mystery destination for lunch. I was disabused of this idea shortly after starting my cup of tea, when the sky suddenly darkened and within a couple of minutes we had very large snowflakes coming down, accompanied by a significant drop in temperature. Well, I guess you win some and lose some when it comes to weather and sports car runs. The snow was replaced by rain just as we were setting off, which thankfully did not last long. The 160km of driving brought us to the town of Lincoln, which is just 15km away from our start point, but no one seemed too upset about the 'detour'. We had lunch at a new Lincoln pub, called 'The Laboratory'. It is a great venue that has been built from the ground up from reclaimed and recycled materials from around Christchurch. It has a lot of character, and best of all sells 'craft' beers. Mmmmmm, my only complaint about the place is that it is not closer to home.

Anyone who knows Canterbury will know that Spring here can be fickle. It normally starts well, and on time, but you never know what kind of weather you are going to get, through to November, and sometimes Christmas. This Spring is no exception up to this point; good first few days followed by heavy rain. Great for the garden, and for the farmers. We cannot let this interfere with our driving however, and at the start of October we will be attending the Men's Shed charity event in Oxford.

Looking further forward, the Canterbury Group seems to be chafing at the bit for the Nationals, as we know of at least 24 cars from our group that will be attending.

That's all for now, happy driving everyone.

John and Denise

COMING TO THE NATIONALS 2016 IN DUNEDIN?

Your attendance will give you the opportunity to dine in Australasia's only Castle.

On the Friday evening we will travel in coaches to Camp Road high on the Otago Peninsula for dinner in a very special and spectacular setting, Larnach Castle.

In 1870 William Larnach chose the site to build a splendid mansion. He was a banker who came to Dunedin lured by the great wealth that followed the gold rush. Larnach lived in the Castle with three successive wives until 1898, his family sold the property which then changed hands several times.

In 1967 the Barker family purchased the run down Castle and surrounding 14 hectares of wilderness. Restoration and development became a life's work for the Barker family and clearing the growth from the ruined garden revealed lost features and amazing vistas.

The gardens at Larnach Castle have been rated by the New Zealand Gardens Trust as a Garden of International Significance.

Today you see the efforts of the Barker family who still privately own the Castle and continue the restoration to something of its former graciousness.

If you haven't already, register now for the Nationals 2016.

Brian Hope for the Organising Committee



A TR ADVENTURE IN EUROPE 2015. - THE GRAND TOUR OF NORWAY.

After the success of the TR EuroMeet and subsequent tour of southern Norway in 2013 Bjarne Refsnes, current President of TR Register, Norway set out to organise a subsequent "Grand Tour of Norway" to take place in June and July this year, if enough people were interested to see a lot more of the land of the trolls.

Norway is a long thin country, not unlike New Zealand, that stretches from around 57°N at the southern tip all the way to 71° 10'N at Nordkapp (North Cape), a straight line distance of over 1700km (New Zealand, in straight line from North Cape to Stewart Island is around 1500km for comparison)

The brochure arrived by email in 2014 and illuminated a not to be missed opportunity to see all the bits of Norway north of where we had been in 2013. The timing was planned to coincide with the northern summer solstice in order to really experience 24 hour daylight and to travel as far north as it is possible on a mainland road system anywhere in Earth.

The journey became even more interesting as, not having a handy TR or another car of a suitable pedigree of my own to really fit this tour, I joined Alan Wilkinson from the UK in his TR6. This is not such an ordinary TR6 as it is powered by a 3L BMW diesel engine and gearbox and has had the rear suspension upgraded to a whole modified assembly from a Jaguar XJ12, as the original TR6 components could not cope with the torque from the BMW power plant.

The adventure started mid June from Derbyshire, UK with a quick run to Hull to travel overnight on a ferry (P&O) to Rotterdam ...only a wee bit up market from crossing Cook Strait. The next day was a serious drive from Rotterdam to Kiel, a distance of around 600km to arrive in time to catch the ferry to Gothenburg that evening. A solid day's drive but, with the benefit of the German Autobahns travelling at around 150-160km/h, no problem to arrive with time to spare.

The next ferry (Stena Line) was seriously up market from the NZ Interisland services and, after a good breakfast arrived in Gothenburg to drive 350km north through Sweden to Oslo in Norway. This day delivered great roads, not a lot of traffic, good weather and was scenic. Just before the Norwegian border a detour was taken for about 30km over rough gravel roads to a deserted village, Båstnå, to look at a car graveyard (see photo to right) used for dismantling cars left from the 1970s, a time when only car parts could be readily imported into Norway. Everyone took some time to look at the hundreds of cars of all types now buried and rusting in the forest and undergrowth before driving on to Oslo.



Two nights in Oslo gave everyone time to have a brief look at this rather interesting city at its best as spring turned to summer and then the real adventure began.

Day 1, Sunday, Oslo to Geiranger, twenty two cars from Norway, Great Britain, Denmark Germany & Switzerland set out. The majority were TR6s with a few TR4s & TR250's and a brave TR3 driven by Mick & Linda Forey (who joined the Blenheim National Weekend earlier this year).



The rest was made up with a Stag, MG Midget, E Type and a BMW cabriolet from the 1990s. It was sunny, top down weather and a journey over a range of mountains and past 3m high banks of snow left behind when the road was last cleared, frozen lakes, great scenery and a lunch stop at Beirostølen for some downhill runs on gravity go-karts.

Over the days that followed the fleet headed north over some of the most amazing roads, down the Trollstigen ("Trolls' Ladder" ...Norway's answer to the Stelvio Pass) and then along the famous Atlantic Road to Orkanger. The next day an early start to visit Austrått Fort at the entrance

to Trondheim Fjord. This was built in 1942 during the German occupation in WW2 and has been maintained in an excellent state of preservation. It uses a 3 barrel 28cm gun turret taken from the German battleship Gneisenau which was damaged in Kiel by allied attacks (see photo on the inside front cover).

The overnight stop was at Mosjøen followed the next morning by crossing the Arctic Circle and then a 4h 30m ferry voyage from Bodo to the Lofoten Islands, an archipelago off Norway's North West coast. Two nights were spent in Nusfjord an old fishing village with time out to catch some fish and watch whales in the nearby waters. From here the route headed further north along "The Whale Route" with more great driving roads, tunnels through the mountains and modern bridges or ferries to cross the fjords when there was no tunnel underneath ...the last one on this day 37km from Ardenes to Gryllefjord with snow capped mountains everywhere.

On to Tromsø then to Hamn for the night at Senja, a great location that also included a very quick swim in the fjord (about 4-5°C!). Next day drove further north over some more mountains and a lot of serious road works to Alta to prepare for the next evening after a day exploring the local area. From Alta the journey to Nordkapp starting at 22:00 was 240km over a good sealed road through fairly barren undulating territory with light rain but in daylight all "night". Nordkapp is actually on an island but a 6.7km 2 lane tunnel has been built to join it to the mainland going down to a depth of 212m, to go below the fjord. This joins the road to the main Norway highway system confirming Nordkapp as the most northern place on a main road system.

01:00, daylight but overcast, some rain and quite cold but everyone got to Nordkapp for a photo session and a quick look around before retracing the route to Alta over the next 2-3 hours. Biggest concern ...staying awake and avoiding the reindeer on the road ...they are more or less the same colour as the sealed surface.



TR3 flat tyre - Linda & Mick Forey who were at NW2015

The next day left Alta to catch the Coastal Express from Skjervøy south along the coast to Trondheim. 20 cars all loaded into the hold with no problems and then 3 days and nights on this most professionally run service visiting many ports on the way. There are nine ships on this service ...at around 10,000 tonnes all slightly smaller than the Cook Strait ferry's but light years ahead in terms of comfort, cleanliness, food & service and with good cabins too. A ship calls at each of the 22 ports on the route every day ...a great journey to add to the bucket list.

From Trondheim drive back to Oslo, and the next afternoon an overnight ferry to Kiel. This was MV Color Magic...a large (world's largest cruise ferry?) 75,000 tonne drive on drive off floating hotel with a retail precinct like Dubai Airport and amazing food ...they even served Cloudy Bay Sauvignon Blanc in the restaurant. A drive from Kiel to Rotterdam and then the somewhat ordinary P&O ferry back to Hull.

A not to be forgotten (TRmendous maybe?) TR adventure driving over about 5800 km (including about 60km in tunnels) plus another 2800km over 7 nights on various ferries with a fleet of classic cars. However, not without incident with blocked fuel lines, the odd puncture, under-body gravel rash, a couple of shock absorbers that had to be repaired by welding, fuel pump failures, overdrive incidents, carburettor dilemmas, pending gearbox catastrophes and, surprise surprise, the odd Lucas PI system misbehaving.

But it was worth every minute of it! And, you may ask how did the diesel TR6 work out? About 45mpg overall and amazing acceleration ...very handy for passing.

Robert

**TRs in this
view at
Nusfjord
village
- Lofoten
Islands**



**Nordkapp,
01:00
in the
midnight
“sun”**

Tech bits and pieces

Eccentricities of TR5 & 6 PI Systems Excessive Fuel Consumption ...Rich Mixture etc

It is not uncommon to hear of TR5 or 6 owners concerned with their engines running too rich resulting in high fuel consumption, sooty exhaust pipe, occasional black smoke etc.

To find a start point here what is "normal" fuel consumption? A typical PI TR should be able to return better than 25MPG (11l/100km) under normal driving. Better than 30MPG is not an unrealistic expectation with a light right foot on a journey. Less than 20MPG is a good indication of something well amiss and 20-25MPG ...well that probably depends on how much you have been enjoying yourself but, if this comes from relatively gentle driving and there are problems with plug fouling from fuel read on.

The first obvious cause is a problem with the MU (Metering Unit) that sets out to distribute the correct amount of fuel via an injector to the inlet port of each cylinder appropriate for the amount of Oxygen sucked into each cylinder during the induction stroke. Generally the Metering Units are quite reliable and in most cases only fail as a result of seal failures that in turn result from incompatible fuels (beware of any fuel with an Ethanol component (E type fuel ...E5, E10 etc), mechanical failure of the vacuum sensing cam system or intervention from someone trying to fix something that is not broken.

However, remember this genesis of this system lies in the 1940's, it is completely mechanical and relies on quite a few other aspects of the engine to be functioning correctly before it can deliver the correct amount of fuel. In the majority of concerns with metering units apart from leakages the problem has been identified as over rich operation or excessive fuelling. However there is a fairly good chance that whilst the MU gets the blame it may not be at fault and to appreciate the background to this comment take a moment to understand how this all works and how many external factors can put a spanner in the works.

Remember the Lucas system meters fuel entirely by sensing the **difference between Manifold Vacuum (MV) and ambient atmospheric pressure** (not absolute pressure) whilst contemporary fuel injection systems sense **mass air flow**, which is the real parameter required, by a variety of methods. As the MV decreases the MU (Metering Unit) is programmed by a mechanical cam to deliver more fuel based **on the assumption** that MV is a sound indication of the mass of air (and, by direct inference, the mass of Oxygen) flowing into the engine.

If MV is lower than appropriate for the actual mass of air flowing into the engine then the engine will be delivered more fuel that it requires ...end result it runs rich etc etc.

Unfortunately there are quite a few reasons why the MV measurement can be misleading to some degree ...some having more effect than others with no one single obvious culprit.

To give some indication of what can affect the relationship between measured MV and actual mass air flow consider the points below.

With:

- A standard cam or a cam that the MU has been calibrated for
- Valves in top condition with correct clearances, no leakages
- Valve guides in good condition – no air leakage around inlet valve stems
- Normal and even compressions on all 6 cylinders

No air leaks between manifold and cylinder head or throttle bodies.
 No air leaks in balance hose connection(s) between throttle bodies
 No blockages in the balance hoses or ports in the throttle bodies.
 No air leaks in brake booster or hose to it
 No air leaks around throttle butterfly shafts
 All 6 throttle butterflies balanced (aligned correctly)*
 No air leaks in the MV sensing hose to the MU
 No air leaks in the MV sensing diaphragm in the MU
 MV cam in MU set correctly and moving smoothly
 Enrichment cam in MU set correctly against stop when enrichment control pressed home
 No leaks around the top of the metering unit
 Correct ignition timing at all engine speeds,
 Centrifugal advance working correctly**
 Correct type of spark plugs ...clean & gapped correctly
 All injectors delivering a finely atomised fuel pulse - no dribbles, no drops
 Excess fuel return line from MU to tank not blocked or restricted
 Driving at or near sea level (up to 1000-1500metres)***
 Clean fresh fuel

...everything should be fine.

Notice the length of the list! This is a downside of the Lucas system as it does not sense air mass flow, just MV and assumes everything else is in order. Unfortunately, in quite a few cases, people attack the metering unit trying to resolve a problem, the cause of which lies somewhere else ...probably on the list above. It tends to keep going downhill from there....!

***If one pair of butterflies is misaligned** so that it opens later than the other two pairs the chances are that the two cylinders receiving air from that pair of butterflies will run richer than the other 4 cylinders and visa versa.

****Centrifugal Advance failure:** Quite subtle, quite common ...over time the centrifugal springs wear etc or the whole system jams up with the result that the ignition is then manually retarded to prevent detonation or pinging at low RPM. Unfortunately this can result in the spark being significantly retarded at normal operating RPM affecting overall engine ops and delivering high fuel consumption, poor performance etc. This can also result in engine overheating, exhaust valve failure etc.

***** The effect of altitude:** One consideration that is also often overlooked is the environment in which the car is being driven. In any situation where ambient air pressure is less than that at sea level a standard metering unit will deliver more fuel than is required. By the time a car reached 1000m (3280ft) atmospheric pressure has dropped by more than 10% from the pressure at sea level. The metering unit cannot detect this change as it only measures the difference between MV & atmospheric pressure and will deliver fuel at a rate appropriate to driving at sea level. This problem is further compounded if the ambient temperature is higher than normal as the air will be less dense (contain less Oxygen / volume) resulting in further mixture enrichment.

Robert Johnston

TR3A HILL-CLIMBING

by NELSON'S DAVE NORTH

As we all know, TRs have a long sporting pedigree, with great success in the 1950s and 1960s at iconic British and European rallies such as the RAC, Mille Miglia, Alpine, Liege-Rome-Liege, Sebring 12 Hour and Monte Carlo classics. Given that history, how could I not take up an opportunity to "stretch the legs" of my 1959 TR3A?

In recent years, the Nelson Vintage Car Club has been invited to enter cars in the Nelson Car Club Sandy Bay Hill Climb. This is on a sealed road in the Nelson Tasman region. After a few false starts (pun intended) the weather gods, the work gods and the domestic goddess combined and I was finally able to have a go.

A few formalities were required – applying for a competition licence, purchase of some pure cotton overalls (welding overalls actually) and fitting a catch bottle on the radiator and oil filler of the TR. Scrutineering was carried out the day before the hill climb (really, they were just checking that nothing too large was going to fall off!).

The next day dawned slightly overcast. On arriving at the bottom of the hill bright and early there were a number of entries. Authentic modern race/rally cars with snarling exhaust notes, roll cages, race harnesses, drivers in fireproof race suits etc. A few "gentlemen drivers" (welding overalls, inertia reel seatbelts) and several home built specials (clothing and seatbelts of all varieties). Apart from my TR there were a couple of other contemporary cars – a 1950s Mercedes SL190 and a 1961 Daimler SP250. I couldn't even begin to describe the homebuilts – all I can say is they were real enthusiasts – welding all manner of engines and chassis together and including some fine (and fast!) historic race replicas.

A gentle tour up the hill gave us a chance to inspect the road. At this point the (metaphorical) race goggles come on - "this corner opens out so keep your bottle and keep your foot down", "road surface changes here - maybe a change in traction?", "I can straighten this twisty section out using both sides of the road". I wouldn't say it was automatic – I'd need more practice for that to happen, and I'm not sure my analysis was entirely correct but it was good to get the grey matter working. I've no doubt Lewis Hamilton, Michael, Ayrton, etc all had the same doubts!

Back down the bottom of the hill and I wait for my turn. I inch forward to the start line until someone signals me to stop and a chock is placed behind the rear wheel to stop the car rolling back. Proper timing gear (a laser beam) at both ends of the course means that timing is accurate to within a thousandth of a second. The starter counts you down and then you are off. A bit of technique is required. I built the revs up but

A hill of a weekend

By HELEN MURDOCH

It's cold on the southern side of the Marahau-Sandy Bay hill in June. There's frost on the ground and grit on the damp roads.

But the only concession organisers and the 15 drivers competing in the annual Nelson Car Club hillclimb made was to base the pits on the top of the hill in the sun – from there it was downhill into the permafrost and the start line.

It was the fifth year the current series of the annual hillclimb has been run. Organised by the Nelson Car Club the event is shared by drivers from the Nelson Vintage Car Club.

While the "modern" car placings are based on times to the top, the vintage boys prefer consistency and it is those drivers who clock similar times over the three runs who take the most points.

Still despite the slippery conditions the drivers made a good fist of the competition with just one second between Nelson Car Club drivers Paul Russ (1:4.0) and Bruce Farley (1:4.1). Closely following them were...



Silver streak: Nelson's Richard Topliss in his Ford 10 special during Sunday's Marahau-Sandy Bay hillclimb.
Photos: HELEN MURDOCH



Blue beauty: David North in action in his stunning Triumph TR3A.



Red rocket: Gordon Trotter was fourth in his Mustang in the Nelson Car Club section.

It was Jim's third time at the event and once again he was behind the wheel of his Furi-Impulse, a car he built 20 years ago which is based on 1934 Austin racing cars. The hillclimb offers him a chance to stretch his legs and catch up with his Nelson friends, some of who he first met when he raced earlier vehicles on Tahunanui Beach in the mid-1960s.

Christchurch's Avon Hyde came second in his Austin Special, again a car based on pre-war racers and modelled on what was once an A35.

"I've had it quite a while and done over 100 races – it's been a good wee car," Avon said.

Nelson's David North was behind the wheel of his Triumph TR3A which his Londoner father bought in 1965.

"I brought it over about five or six years ago and had it rebuilt."

a few times I was too quick dropping the clutch and the ensuing wheelspin had me snaking up the hill for the first few hundred yards losing valuable time.

After the first couple of runs I started to get into a rhythm. I found that staying in second gear and using overdrive seemed to work well. My TR3A has a TR4 gearbox with overdrive in 2,3 and 4 but the overdrive switch is mounted on the right side of the dashboard. It meant I had to remove one hand from the wheel to flick overdrive in and out but the time taken for the overdrive cog to engage and disengage was much faster than changing gear.

The course was tricky. They were a few slightly damp patches early on. Although the sun came out some parts of the course stayed in the shade

and only fully dried out on the last couple of runs. I don't know what speed I was doing – funnily enough I was looking outside – but I was close to the red line on the rev counter a couple of times – maybe 50mph? It was fast for me, but not uncontrollable. That change on road surface caught me out a few times – the back end stepping out and snaking as I tried to drive through it. Some parts could be straightened out – it was quite a buzz using both sides of the road, but the sharper corners always posed a conundrum. Should I go flat out, slam on the anchors as late as possible and accelerate hard out of the corner, or should I try and keep some speed up and coast through the corners? I tried both methods – although I don't have empirical proof as so many other factors affected my time – I think the hard in, hard out method was a bit quicker. It certainly felt more fun. As the day went on I started to get to know the course so my times improved every run.

Although there was an element of competition, for most of us in the age car section this was really a gentleman's opportunity to live out boyhood dreams, push the car a bit but still walk away with both the car and the wallet unscathed (not always the case with modern cars – one went off the road and did extensive damage, although no injuries).

The cost for the event was around \$100 all up, including entry fee and licence, for a couple of sighting and practice runs and four timed runs. Fortunately after the runs we didn't have to thank sponsors, attend post-race press events or do TV interviews so we were able to head to the Riwaka pub to swap stories while rehydrating. A thoroughly enjoyable day – definitely worth repeating. Keep an eye on www.nelsonvcc.org.nz and I'll see you there.

And the results....

The modern cars were in a different league. The homebuilts ranged from ancient open wheel bangers running on cross ply tyres to race replica specials so I couldn't really compare. For the contemporaries though – I don't know what he was running on (rocket fuel?) but Burkhart in his Mercedes SL190 was consistently quicker than me. I guess just a better driver. And the SP250... we swapped fastest runs a couple of times. At the conclusion of the day though, the pedigree of the TR shone through (notwithstanding the driver). I beat Gordon in his SP250 by 2 seconds so bragging rights are mine (until the next event).

Dave North

ANDY LEE AND HIS TR6.



This is my pride and joy, a one owner 1972 TR6. It was bought new in NZ by John McArthur and used as his everyday car for many years. I first spotted the TR6 about 10 years ago when I met John through work connections. I was jealous!

I met up with John again in February this year and said I was looking to do a project, either a boat, or an old car to do up. He told me he still had the TR6 but hadn't used it for six years. After a few chats, it was mine. More than I wanted to pay, but still a bargain. The car was warranted and registered and I've had a few trips locally. The engine was running very rich, and the clutch was in need of replacement, so I've decided to strip the car down.

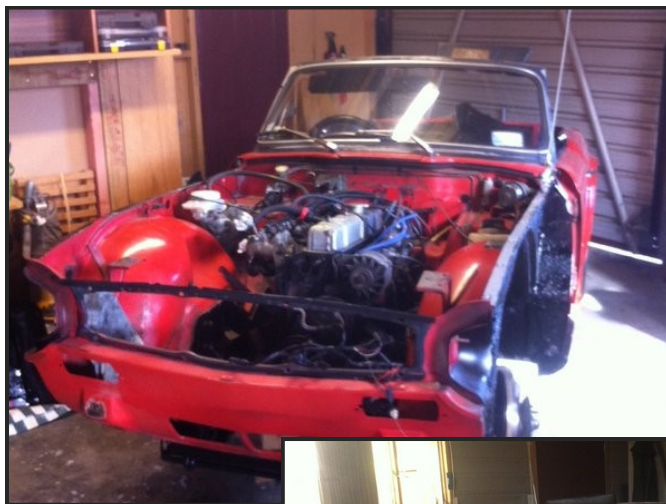
I promptly joined the TR Register, and Top O' The South Group Leader, Bill, put me onto the "Spares" service. I have been in touch with Kevin and had a delivery of suspension parts. A great service which I will be using again.

I've now finished the front suspension, with all new bushes, bearings, etc. The rear suspension is still to be done. Meantime, the

Radiator is out, together with steering rack, water pump, and timing chain and waiting for new parts from an indent order. With everything removed and stripped, I've found some rust. Not too bad, but worth doing. I'll have the car re-painted, a new clutch fitted, and then new upholstery.

I'm looking forward to the end of the restoration and a chance to get the TR6 out on the road. John had many, many, pleasurable years from the car and I'm sure I'll enjoy it too.

Andy Lee.



COMING TO THE NATIONALS 2016 IN DUNEDIN?

You may wish to take the opportunity to visit Baldwin Street, a popular tourist attraction and according to the Guinness Book of Records is considered the world's steepest residential street.

It is situated in the suburb of North East Valley less than a kilometre from the Nationals headquarters, the Leisure Lodge Hotel. From its junction with North Road at 30 metres above sea level Baldwin Street rises in a length of under 350 metres to 100 metres above sea level at the top. At its maximum the slope of the street is about 1:2.86 (19 degrees or 35%).

An annual charity event is held that involves the rolling of over 70,000 individually numbered Jaffas down the street. Each Cadbury Jaffa is sponsored by one person with prizes for the winner and the funds raised going to a local charity. This could be a must do! for the Auckland members.

Register now, the Hotel requires confirmation before November 30th.

Brian Hope for the Organising Committee



IT'S BEEN A FAMILY AFFAIR

by Julian Jones

About two years ago I found myself at a loose end, having just finished tarting up a 67 MGB. This was when I came across what looked like a good project, a 1974 TR6. She had only had a couple of careful owners (yeah right) one of which was a famous Kiwi actor so I went and had a look. She had been in storage for some time and someone had made a very poor attempt at getting her to look half decent. She wouldn't start, she wouldn't stop, and she had overspray in all kinds of places. Bits were missing, she had holes in all the usual places and, to top it off (at the risk of annoying some lovely Triumph owners) she was that dirty nappy yellow colour! As usual I fell for a basket case and consequently paid too much money for her at \$10K. My mate, who thought I was mad helped me take her home on a trailer. As I pushed her into the shed I promised her everyone would soon be envious of her good looks, her sleek body and her pulling power.

The first job was to strip her body of everything that was screwed, bolted or glued on and to be fair she didn't complain at all. It was easy, which was a surprise I have to say. Things got filed. I kept everything and tried to put it in some kind of order in the shed. Most of the stuff was knackered but I kept it to ensure replacement items were correct.

I stripped the dash and had the gauges rebuilt by a Smiths guy on the North Shore. Got all the old varnish off and refurbed it with wax which gives that satin finish they had from the factory. It looked awesome, so I popped it, and the good as new gauges under the bed to gather dust for a year or so.

Now I had to get some new parts, so started to talk to Ian Harris about 'indents', gave him a list and low and behold a month or so (and many thousands of bucks later) a pallet arrived. It was better than Christmas! At this point I didn't realise how many things I had missed on my first order and over the next couple of years I had parts on another indent and bought lots more directly from the UK and the US. Don't get me started on the cost of shipping, taxes and duty!!! Did you know they are talking about lowering the non GST limit on importing into NZ?! I said don't get me started!!

My lovely wife and two kids helped me lift the body off and pop it on trestles. The chassis looked good, the body didn't. Over the next few weeks my eldest boy earned some good money @ \$15 an hour heating up and scraping off years' worth of underseal to reveal more horror, patches and holes. I cleaned up and stripped the chassis, at this point no two nuts or bolts were connected to their partner.

The full horror of the situation became clear when I went down to the blasters to pick up both the body and the chassis. The chassis was good, no work needed apart from strengthening the diff mounts. Other aftermarket strengthening plates had already been fitted to the front suspension area at some point in the past so we did the diff plates and painted it in P60 Chassis paint (very good stuff). The body on the other hand was shagged, more hole than metal. To cut a long story short I spent way too much money on getting it sorted but when it was finished it was perfect, better than





new. Thanks to Tony and his team at Custom Metal Shapers for their skill, passion and eye for perfection. I have to say though it did feel a bit like they were showing off when I picked her up. The body was on the chassis and painted in clear coat so you could see the perfection and lack of any kind of filler. Perfect.

Whilst all this metal magic was going on I set about

rebuilding the engine, gearbox, overdrive, driveline, diff, brakes, steering and suspension, cooling, ignition and fuel systems. John Parker actually did all of the fuel system as this was out of my league, but I did the rest. Just basic mechanics eh. Now I had a perfect brand new rolling chassis ready to refit the body. This was all to original specification apart from Koni shocks, modern bushes and Petronix ignition. I also had some tarty bits, braided hoses and alloy rocker cover, mostly period mods though eh! I also added a Leyland tuning sticker to the rocker box as these make the car go much faster!

I took the body, guards, doors etc. to my mate Aaron 'the best painter in the world' who prepared sealed and painted her tub and other body parts in Sapphire blue. Brilliant job, so much better than 'dirty nappy yellow'. Nine litres of paint, wow! The panels were now safely stored in one of our bedrooms, well I say bedroom, more of a parts department by now, and the tub was back on the trestles next to the rolling chassis ready for the rematch.

While painting was underway I cleaned and tested the loom, replaced a couple of burnt out wires and rewrapped it. The seats were shot. I resisted the MX5 route that some of our less manly members take and rebuilt them with new fobs and covers. That was interesting and involved lots of swearing and exclamations of how it was impossible to get them looking like new until I managed it. In hindsight it wasn't that bad! Yeah right.

One rainy afternoon I went to pick up my eldest son from school, while I was there I picked up two of his mates and the four of us gently lowered the body onto the chassis, because of the previous pre fit and shimming it was all bang on, bolted and perfect in minutes. #Preparation is king!

It seemed to make sense to fit the wiper wheel boxes and tubes at this point, my first reassembly job. Well no one had told me you needed gynaecological training to do this, talk about fiddling with tubes through a limited orifice! Now I could reroute the wiring loom, fit the refurbished dash and all the cables and bits and pieces that I had previously cleaned, tested and painted. With the help of a colour A3 wiring diagram this went surprisingly well and everything worked first time apart from the new wiper motor which wouldn't park. After many hours of diagnostics and rechecking it ended up being the new wiper motors integrated park switch that was causing all the problems. Don't get me going on the quality of new parts!!!

The fuel tank once taken back to metal had a few rust holes which I welded but just to be sure I decided to treat the inside with 'POR liner'. This is a great system that cleans, prepares and lines your tank. Just be careful if you use it though, it seals everything including the bottom of the long return pipe which I then had to drill out with a 2 foot long drill bit to regain some return flow. No leaks though!

Now I was itching to start her, but it's harder to fit the boot lid with the fuel tank in place so I

had to fit that first. This meant I needed to fit the rear wings to make sure it all lined up, so I did using the pilot holes I had made in first fit up. Bang on. #Preparation is king! Fuel pump and filter all in, all lines connected, all liquids in with no leads, and injectors in jam jars ready to bleed. Exciting! Would she start? Not a chance! Could I get any fuel out of those injectors? No I couldn't! How many times did she need to be turned over? How long would my lovely new high torque starter motor put up with this? Have a rest I told myself. Read some blogs, look in all the manuals, check the settings, timing, fuel pressure etc. question your own ability then try again. Bugger me..... fuel spraying in the jam jars straight away. Injectors and plugs in, turn over again, splutter, pop, splutter, splutter and off she went. Bingo! All that turning over ensured 50psi on the oil pressure gauge rising to 75 when running so needless to say I was very pleased with myself! Set the slow run and check the advance curve, all was good but she didn't want to tick over sweetly and was boggy when first opening the throttle. Turned out to be vacuum draw though the butterfly spindle bearing on one of the manifolds so I had new bearings fitted, made sure the butterfly's really were closed when they were supposed to be and set it up again.

Everything in the engine bay was installed, bled the brakes and clutch now it was time for the bonnet, front wings and doors. This was a scary prospect, which with the lovely new paint took a lot of time and patience from my youngest son and I to line everything up. We got things very close to perfect then called Tony the metal man to come and have a look. He spent a couple of hours wiggling and jiggling to make everything look awesome and for the doors to shut beautifully with a lovely click.

Building up the doors wasn't as hard as people had led me to believe and was very satisfying using new seals and winder mechanisms. Having that little bit of shiny chrome on the handle and lock and with the new rubber finally something looked complete which was great.

Bumpers didn't want to fit, I had to buy new as the rear was missing and the front was badly bent. Bloody rubbish remade parts, again hours spent making them fit but looked good in the end. Popping the grill in with its new badge, repainted slats and polished frame got me all excited again. Not far to go now! Lights in and all working except I didn't have an OSF sidelight indicator body and I couldn't get one anywhere for love nor money so I had to make one. With a new dust boot and new lens you would never know.

The dash top, crash pads (odd name), plastic gearbox tunnel and prop cover were next, not too bad a job. I asked my mate Ben the upholsterer to recover the dash top, etc. and he did an awesome job, a much better match to original than can be bought new in my view. I put Dynamat over all internal surfaces and in the doors and boot then underlay, then new carpet. New interior trim was next, followed by the seat runners and seats. Looking good! Windscreen surround dropped in easy and lined up with the side windows beautifully as I hadn't removed the internal brackets on disassembly. Putting the new screen in the surround was interesting though, Mrs Jones and I had some fun doing this. After about half an hour she exclaimed "this job is impossible" and that the windscreen "must be too big" and "are you sure you got that right one"? But after a bit of pushing, pulling and grunting and with the help of some strategically placed lubricant we managed to get it in.

I took the wheels to my local tyre shop who informed me they were good, not buckled at all so off to the powder coaters, PCS at Takanini. They matched the new internal plastic hub cap colour perfectly, new Firestone tyres and back on the car. All looking good. Aaron the painter came round and spent half a day nibbing and polishing. He put a perfect bead of sealant between the wings and the tub from front to rear and I popped the rear decals and front wing badges on. Bob's your uncle ready for compliance.

I thought I would take a visit to my local friendly WOF station and see if they thought she would be ok in compliance. They said she was good, adjusted the headlights on the beam setter, told me braking effort on the roller was not great and suggested maybe I could re-bleed the system. I couldn't understand why there would be air in there as I had bled them really well some weeks ago but had another go and bugger me out came some bubbles, weird but she is all good to go now. Just waiting for a good day to get her compiled.

The hood frame was good, just needed a little straightening and back to PCS for black powder coating. I fitted new window top channels, seals and Velcro and bolted the whole thing on to the car. I sourced an Ezyon material hood and hood cover, not vinyl but double duck from the US. Very nice, but then I had to fit it, this was challenging as it had little elasticity. Getting the hood tight and making holes in it and the car was scary. Gluing then centralising it on the header rail and gluing the front was scarier, so Mrs Jones had to come and help. Well it is material and girls like that kind of thing eh? We did a great job, it was tight as a drum. Fitting the front seal to the channel was finicky, but I did it and it looks great. It was the same scary process fitting the hood cover but this time without the gluing part and without Mrs Jones to help me out.

I took a few photos to show the young men at our club night, Steve Martin liked the end product so much he asked me to write a few words about my journey over the last two years and if I would put her in Ellerslie Concourse D'Elegance this February to represent the Auckland Register. I have written the words and I hope you enjoyed them. What's important to me is that I kept my promise to her as she is already being admired by all who cast an eye in her direction. She may well get a chance to be admired more widely at Ellerslie, we'll have to see how our relationship blossoms.

Kind regards

JJ.

Auckland.



TR7 TRials & TRibulations

The joys of entering the world of rejuvenating cars from years of storage. Driving home from Auckland last year I went via Hamilton to view a 1980 TR7, which was for sale. The car had been in storage for over 10 years & the son of the elderly owner was selling on his behalf. Rego was on hold & no WOF. After a short test drive due to it not being road legal, with the glass half full mindset & the words of one far wiser than me (Jeremy Clarkson) ringing in my ears, "how hard can this be?? " & "what can possibly go wrong?? " the purchase was made. That guy Murphy should probably supply the answer to those questions.

The car was put on a transporter to Wellington after warrant & Rego & two days later duly arrived. I went with some eager anticipation late in the afternoon to drive it home. Paid the cartage & drove it out of the yard. 400 metres down the road it started to miss & splutter & 300 metres later it came to a stop. After many attempts it refused to start. A friend bought some fuel as the light was on but it still refused to go. After a call the AA man arrived. My doubts about his knowledge of old technology & twin SU's were put to rest when he told me he had a 38 Chev in his garage at home. However it was not to be & after 30mins of various tests he came to the conclusion that rubbish from the fuel tank had contaminated & clogged the fuel system, the tank would have to come out. (My thoughts immediately raced to the work involved, removing the rear end to get the tank out.)

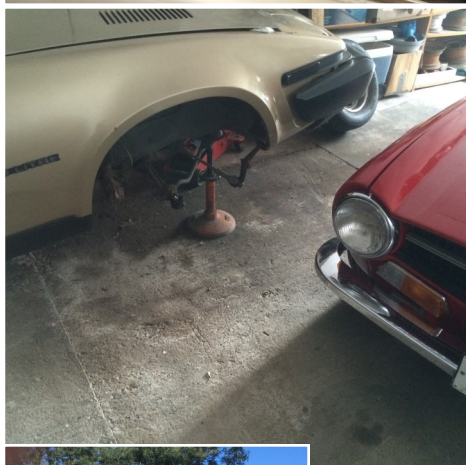
The AA provides one free tow per call out but as it was now 5.30pm the garage where I wanted the car to go was closed. After calls were made the AA agreed to take the car to my home & then return in the morning to take it to my garage of choice free of charge. Great service!! Later that day I rang the garage with some trepidation to find out the diagnosis, as you always fear the worst!! The first comment from my friendly mechanic was "why on earth buy one of these." (Very reassuring I don't think) . However to my amazement he tells me it is running, after a new fuel filter & fitting new spark plugs. (The old plugs were incorrect & in a very sorry state.)

So once again in a positive mindset I go to drive it home. After a 30min drive I had completed my first trouble free journey. Quite an achievement for a TR7 that had been immobile for so many years.

The decision was made to take it to the Blenheim National Weekend four months away, so some kilometres needed to be completed to ensure reliability was not going to be an issue.

The car was going to be taken out by the brave girls Bev & Rob on its first outing to a TR lunch with Steve & me being tail end Charlie in Steve's 250. Approximately 4kms from the start we came round a corner to see the 7 nosed into the curb refusing to go. !! Rob in a previous Transmission has covered this journey. Returning to the car after lunch, fitting a new coil we were all go again, with Bev preferring to sit in the passengers seat on the way home.

Continued on P 43. See photos to the right.



Two weeks later on a Sunday run I had an embarrassing moment after passing some Mustangs on the motorway & waving to them through the open top. I was on the side of the road with the bonnet up as they went past. They did not hold back on the use of their horns while passing by. Of course I gave them a friendly wave!! Fitting a new condenser we were all go again.

After being on the side of the road 3 times in 3 trips enough was enough & Blenheim was getting closer. Parts were ordered & many hours spent in the garage fitting;

- New Clutch
- New remote gear lever bushes
- New wheel cylinders, brakes overhauled, wheel bearings packed
- New thermostat, dizzy cap, points, rotor, leads, all rubber fittings on carbs & fuel lines, boot rubber, aerial & door speakers, driver's seat cushion, drivers door window regulator, wipers arms, bonnet release cable, front sub frame bushes, front sway bar bushes, anti dive kit.

Most things that had been worked on by the previous owner over the years had been done the cheapest way possible. One instance - on removing the driver's door card there was a length of 3x2 wood in the base of the door to stop the window from falling out the bottom when wound down.

Once again we were all set to go **BLENHEIM HERE WE COME** with the tour to Collingwood to follow.

Driving to the ferry to go overseas, I had the same feelings I think the American early settlers heading west in their covered wagons would have experienced. Nervous anticipation. To my great relief the weekend was terrific & the TR never missed a beat until we reached Collingwood.

The front end seemed very vague. Thinking something may have come loose after all the bushes had been changed I went to the only garage to use his hoist. He was fully booked but obliged by offering me a 6.30am slot the next morning. Up on the hoist all bolts were spannered none were loose. The problem was very obvious – both front shocks had decided to depart this earth. The left one delivering up more fluid than the right. After sitting around for years maybe the Takaka Hill was just that bit too far.

Due to the fact that TR7 front shocks are as rare as rocking horse poo in Collingwood we had two options. Ring the AA yet again or attempt to drive home very carefully. It is amazing how many dumps & yumps there are in our roads when you have minimal dampening in the front end. Fulton Hogan needs to remedy this. Bev & I just about needed some sea sick pills with the undulating motion up front all the way back to Picton. However we did make it home & I would have to say that this little TR7 has gone a long way to dispel some of the bad publicity the model has received over the years. There is still a lot to be done but Rome wasn't built in a day and I guess I'll need something to do in retirement.

Keep on TRavelling

Grant Simpson

***MOTOR FUELS** ...Then & Now*

...An update from an article written in April 1994

Back in 1994 this was all about the moves to ULP (UnLeadedPetrol) from our earlier fuels with lead tetraethyl content to boost octane ratings. Today this is also focused on the impact of "E" fuels with varying proportions of Ethanol. The tables below show the current specifications as far as they can be confirmed from the New Zealand Engine Fuel Specification Regulations 2011 (EFSR 2011)

As most of the older (better?) British cars remaining in New Zealand at this time originally specified fuels graded under the now obsolete UK BS4040 * specification these fuels have been included in a second table so that an as direct as possible comparison may be made between the original fuels and those currently available.

In particular, most or all TR's were specified to use 4* (TR2-4A) or 5* (TR5&6) fuel of specifications as listed below under BS4040. Today NZ Premium Grade Fuel 95 is more or less equivalent to 4* but there is no direct equivalent of 5* generally available in this country unless race fuel blends which cannot be used off the track are considered. BP 98 is as close as it gets in a retail sense.

Of specific concern today are the issues around using petrol with ANY ethanol ("E") content as there is a reasonable volume of evidence that indicates there can be a range of problems using this in older cars. Of particular concern are compatibility issues with the rubber seals and diaphragms in the TR5 & TR6 PI (Petrol Injection) systems and the best contemporary advice comes down to avoiding the use of any "E" fuels in TRs in general but particularly those with the Lucas PI system. "E" fuels are currently only dispensed by a small range of resellers, Gull around much of the North Island and Mobil in the Wellington region and typically range from E3 up to E85 where the number indicates the % of ethanol in the fuel blend. (As at August 2015) .

It is also relevant to note that, in addition to issues around known compatibility between "E" fuels and fuel system components in older cars and a greater potential for moisture contamination, "E" fuels contain less energy / volume than mineral based fuels even though the octane rating is the same or higher. This can lead to confusion when making direct comparisons as fuel consumption may be higher due to the lower energy content.

A global situation that can also lead to confusion is the way in which fuels are identified. In UK, Europe, Australia & New Zealand petrol is specified by RON, the bigger number in the table. However, in the USA, Canada and maybe some other countries the designation for a given fuel (known as AKI Anti Knock Index) is the average of MON and RON leading to a smaller number being used to define a specific fuel. That would indicate that NZ 91 Octane, in US terms, would be rated as 86 and NZ 95 Octane rated as 90 so some caution is needed when comparing specifications from different parts of the planet.

Notes:

MON	Motor Octane Number.
RON	Research Octane Number
VP or RVP	(Reid) Vapour Pressure



Fuel Specification Table – August 2015

Fuel Type	MON	RON	VP kPa*
NZ Fuels (August 2015 - EFSR 2011)			
NZ Regular Grade Fuel (91)	81 min	91 min	45-95
NZ Premium Grade Fuel (95)	85 min	95 min	45-95
BP Ultimate 98/Mobil Synergy 8000	89 min	98 min	45-95
Aviation Fuels (Intl Specifications)			
AVGAS 100	100 min		30-50
AVGAS 100LL	100 min		30-50
UK & European Unleaded Fuel			
Standard	85 min	95 min	45-100

What is “Vapour Pressure”?:

(R)VP...(Reid) Vapour Pressure is the vapour pressure of the fuel i.e. the pressure at/below which the most volatile component(s) of the fuel will begin to boil off at 15°C. Higher VP, higher fuel temperature, lower atmospheric pressure and/or higher altitude will increase the probability of the fuel beginning to boil

and cause vapour locks usually at the input side of fuel pumps. A fuel with a lower VP is less likely to cause vapour locks but may cause harder cold starting, particularly in a carburetted engine.

What fuel to use?:

To begin with refer to the original Triumph specifications for the leaded fuels of the day:

Recommended Fuel

The fuel to be used in the TR engine is related to the engine compression ratio and ignition timing. As a general guide only, a 9.5:1 CR (Compression Ratio) engine requires 100 octane rated fuel (British 5-star rating), a 9.0:1 or 8.5:1 engine requires 97 octane rated fuel (British 4-star rating), and engines below 8.0:1 CR can be operated on fuels having a 91 octane rating (British 2-star rating). The criteria to be followed are engine performance coupled with the level of engine exhaust gas emissions where these are a local territory requirements (as, for example, in the USA)

Where these fuels are not available and it is necessary to use fuels of a lower or unknown rating, the ignition timing must be retarded from the specified setting, just sufficiently to prevent audible detonation (pinking) under all operating conditions otherwise damage to the engine may occur.



Translated into contemporary New Zealand terms considering octane rating and assuming that the TR in question has not had the CR changed this indicates:

TR2-4A, TR250 and US spec TR6: Premium 95 is fairly close to the original UK 4-star 97 octane although careful attention to ignition timing may be required. Ultimate 98 would meet or exceed the octane requirement of the original fuel.

TR5 & TR6 PI: Ultimate 98 is as close to the original fuel spec as is generally available although careful attention to ignition timing may be required. Premium 95 could also be used but refer to the comments above in the original Triumph specifications in regard to retarding the ignition timing.

Remember these are ALL unleaded fuels.

If the TR engine in question has not been modified for unleaded fuels the owner must decide what steps to take to protect the engine in question (in particular the exhaust valves and valve seats) from damage (AKA Valve seat recession). There are a number of fuel additives available to compensate for the lack of tetra-ethyl lead in the fuel which, when in a gaseous state after combustion, helped to protect the valve seats from damage. Some owners use them, some do not ...it is an individual choice.

The original 1994 table:

Fuel Type	MON	RON	VP kPa
NZ Fuels (1994)			
NZ Unleaded 91	83 typ	91	74-86
NZ Leaded 96	90 typ	96	75-87
UK Leaded Fuels (1994)			
UK **** (4*)	86	97	60-115
UK ***** (5*)	90	101	60-115

Robert Johnston

The Registrar Reports...

Not a great deal to report this quarter – everyone seems to have gone into hibernation! I did not sight one TR on the road in UK or Europe, but a 1926 30/98 Vauxhall tourer did live across the road in London. Apparently the first British production car to exceed 100mph around Brooklands. Four cylinders and 4.5 litres – the noise was impressive on a ride around the block!

TR6 CP52609 has been sold by Vic McNally. This car had a replacement chassis fitted upon importation a few years back. This was required to meet New Zealand VIN certification even though it had a UK MOT...

TR5 CP942-O rego Pitr5 ex Jim Wilson Invercargill now with David and Jane Mackersey Hawkes Bay.

TR6 CR1692-O is now with new member John McGarva in Hamilton. John is the third owner of this car which is still in good original condition.

TR4A (Commission Number to follow) ex South Island now with Paul and Susan-Jane Stitchbury Hawkes Bay

TR6 CP26874 TA1170 ex Les Seiler was for sale on TradeMe for \$38,000. Bought by Joe Allen, the son of Tim Allen who restored same in 1985-1991, sold it in 1994, bought it again in 2005 and sold it in 2006, so this is the third time in the Allen family. This car has an excellent triple Dellorto carburettor setup.

New member Wally Gillard, 96 Clyde Street, Tokoroa 3420, has bought TR8 TPVD8AT211504 originally imported by Robert Johnston. The registration was TR8 – the new plate has been changed to "T 4 TW0" (TW zero). He also owns TR7 ACG14345, originally registered LB2396 and which will probably return to the road with that plate.

P.S. We need more Good Guys like Tappy..

Kevin

TRansactions

Overdrive gearbox mainshafts

for converting standard gearbox to A-series overdrive.

\$125.00 each

Crown Wheel & Pinion, 4.1:1.
Complete with crownwheel carrier, spider gears, etc.

Give your TR a 10% acceleration boost, and this ratio matches nicely with overdrive top.

\$295.00 ono.

Kevin Tinkler
(09)410-7219
trkev@yahoo.com

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.

They are being offered at competitive costs as a service for TR owners.

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

Various parts

A set of five TR7 rims with bolt on covers for four wheels. \$200 ono

4 Minilite 205/65 R15 mags with good treaded tyres including chrome wheel nuts. \$1000 ono

One set of five 13 inch rims may suit Triumph Vitesse, Spitfire or Dolomite. \$200 ono

One good TR2 – TR3 Starter motor. Offers

Ian Macpherson
075493311 or 0274909578

Wire wheels TR3-5

Four 15 x 4.5 inch 60-spoke wire wheels to fit TR3 to TR5 silver painted. They were fitted to my TR4A and I have upgraded to new chrome wires.

About 10 years old and in very good condition. They come with 4 inner tubes. Please make an offer.

Contact Russell Taylor
rustay@ihug.co.nz or (021) 511 511.

Michelin Tyres x 4

XZX 165 SR 15
Lots of Tread - \$100 per tyre
Phone Kevin Kearney
095342015

TRansactions

WANTED

TR6 - Front Left Flasher Lamp Assembly

Either just the body
or the Complete unit Part # 215246

Phone **Julian Jones**
021 879 306

2 SU carb needles - for my TR3

size SM

Brian Cannons
mailto:cannons4@xtra.co.nz
09-4370141

TR2 Carburettors

Looking for a pair of
SU H4 1 1/2" carbs,
preferably complete with
correct fuel feed pipe and linkages.

Also need air cleaners,
and TR2 exhaust manifold.

Pete Drummond
027 221 8698 or 03 442 0103

Triumph TR6 Body Rotisserie or Body Support Frame

I'm looking to find or source from a member who no longer needs it, a Frame or Rotisserie contraption for use when doing a full body off restoration of a Triumph TR6.

Should anybody have such a piece of equipment lying around that is not required I'm happy to purchase, borrow or steal it.

Preferably Auckland based, but we can travel to if it's worth moving .

Please contact

Chris Stiebel

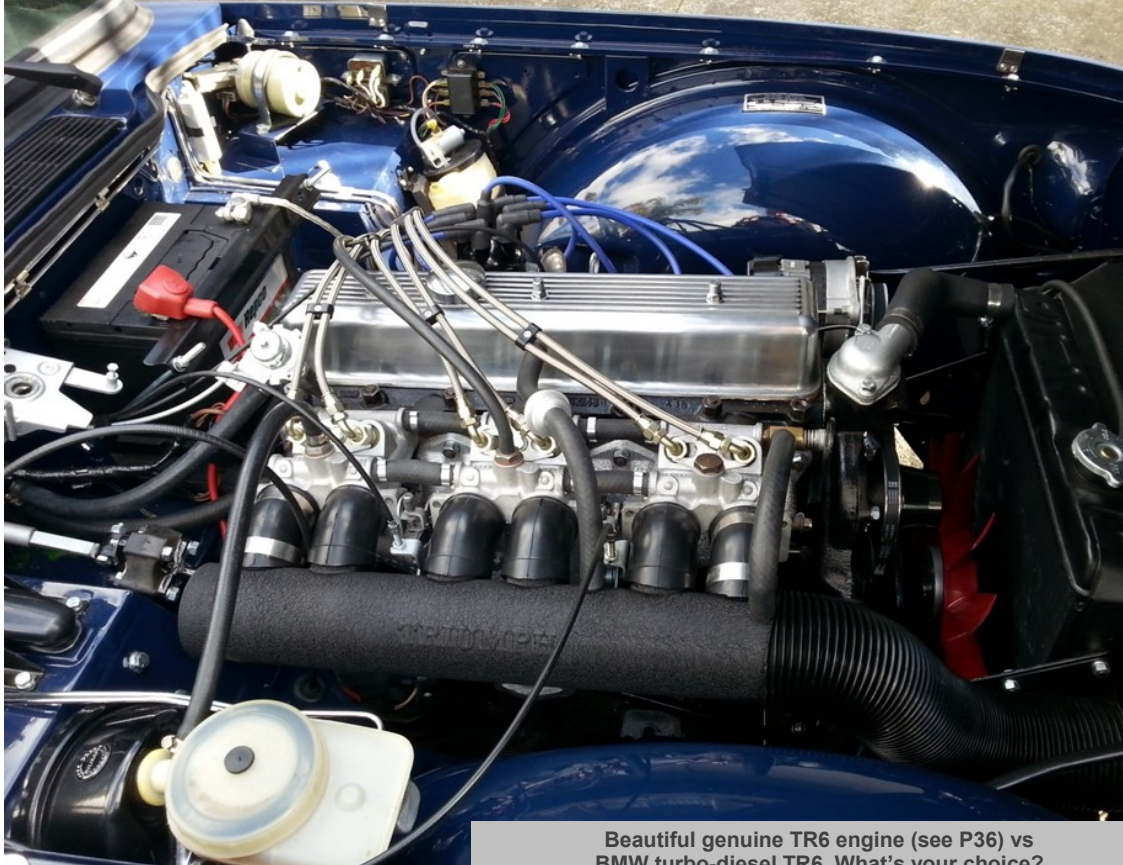
021 644-081

chris@sanzi.co.nz

The Editorial team at Transmission and the Register's webmaster are very keen to help you buy the car you want, or the parts and accessories to make your existing car everything you want it to be.

If you've got a car or parts to sell, Transmission magazine and the TR Register NZ website are the ideal places to let the world (or those interested in the TR world at least) know what you have to offer.

Contact details are shown at the top of P2.



Beautiful genuine TR6 engine (see P36) vs
BMW turbo-diesel TR6. What's your choice?



A Triumph on Castrol

124 m.p.h!

by Triumph Sports Car



using



At Jabbeke, Belgium, (20/5/53) the low priced Triumph Sports Car, in speed trim, made by the Standard Motor Co. Ltd. and driven by K. Richardson (chief test driver) was officially timed by the Royal Belgian Automobile Club to cover both ways of a measured mile at an average of 124 m.p.h.

THE MASTERPIECE IN OILS