

TRansmission



#176 September 2018

Official Magazine of TR Register of NZ



Booths (Magenta TR6) and Kidds (BRG TR4) and a clutch of ATCC members enjoying lunch.



The Mussel Pot diners - see P10

TRAnsmiSSion

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FRONT COVER

**Bay of Plenty
TR line-up
beside estuary
at Whangamata.**

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

TR REGISTER NEW ZEALAND (Inc)

P.O. Box 17-138 Greenlane
Auckland 1546 New Zealand
web site: www.trregister.co.nz
e-mails: info@trregister.co.nz or as below



2017 / 2018 NATIONAL COMMITTEE

President/Spares*

Ian Harris 0275487122 TR6
spares@trregister.co.nz

Vice-President/ Auckland Group Leader

Steve Martin 0273342063 TR6

Archivist/Concours/International

Frank Cleary 0274393146 TR4/TR6/TR8/Dove

Treasurer

Trevor Hynds 0274313515 TR6

Secretary/Membership

Alisdair Keucke 0274804226 TR6

TRansmission Editor

Stephen Higgs 0274782246 TR4/TR8
editor@trregister.co.nz

Compliance

David Snelling 021417383 TR8

Webmaster

Ian Ramage 021571700 TR6
Stephanie Booth 0274744601 TR6
webmaster@trregister.co.nz

Support outside committee: New Member Packs

Richard Wooster 0274888706 TR7/TR7DH

MotorSport

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

Registrar

Kevin Tinkler 0210672365 TR4

Technicalities

Ken Pfeffer 0220641628 TR3/3A/4A/5/6

GROUP LEADERS

AUCKLAND

Steve Martin
0273342063 TR6
auckland@trregister.co.nz

WAIKATO

Peter Parker
0277107635 TR4
waikato@trregister.co.nz

BAY OF PLENTY

Ian MacPherson
0274909578 TR2,3A,5 and Grinnall
bop@trregister.co.nz

HAWKE'S BAY

Graeme & Joy Thomas
0224001367 TR2
hawkesbay@trregister.co.nz

WHANGANUI / TARANAKI

Ken Pfeffer
0220641628 TR3,3A,4A,5,6
whanganui@trregister.co.nz

WELLINGTON / MANAWATU

Johnathan Petterson
0211247950 TR3A
wellington@trregister.co.nz

NELSON / MARLBOROUGH

Bill Rogers
(03)5735507 TR3A
nelson@trregister.co.nz

CANTERBURY

Bryan and Carol Thomas
0220374907 TR2/TR6
christchurch@trregister.co.nz

OTAGO / DEEP SOUTH

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

TRanSport

Spring is almost here, day-light saving kicks in this coming weekend and the next long weekend is only a few weeks away. Let's hope it all adds up to some pleasant days and evenings to blow the cobwebs off the TR.

Have you taken a look at the National Weekend documentation on the website yet? It's all you need to know about registration, accommodation, regalia and the After-tour. All well put together and with links to all the key places and events.

The website development is still making good progress. The key players, Ian Ramage and Stephanie Booth, were away for a good part of the winter, but progress is ramping back up now on the next phase - the Membership Database. When complete, it will allow members to securely view all our membership and make contact as/when required. Plus allow broadcast emails again. We are also working on the provision of an e-commerce interface so that membership fees and potentially spare parts purchasing can be made electronically via the website. This also entails a migration from MYOB to the likes of XERO, plus the implementation of an inventory management system. Not a small task and not a task we have a great deal of experience in - so a lot of learning ahead.

The AGM will be held at 7pm on Tuesday 6th November at the Horse & Trap, Mount Eden, Auckland. It will be combined with the monthly Club Night, so please come along and take the opportunity to voice your thoughts about the way the Register is run.

Just checking the diary and it's a bit scary how fast the year is running by. December is just around the corner and before we know it, it will be National Weekend time again.

Happy moTRing.

Ian H.

President

EDITORIAL TEAM

TALK

Hopefully the arrival of Spring has produced the same in your step.....

As we write this, a serious cold front has gone up the country, but the future is clearly positive, so TR time is just in front of us for our enjoyment - cars and fellowship.

This edition of TRansmission is a good size for September, which is normally a bit quiet due to the winter just past. But groups have been active so there's the usual regional reports which are always interesting. On top of that, we've had a great number of members come forward with technical tips (see Page 26) and other contributions.

As always, we say thanks for that, and please keep it coming. Thanks also to the group leaders who have successfully encouraged members in your regions to put "pen to paper" or "fingers to keyboard".

As others have mentioned, Nationals, like Christmas, is coming up quickly. Please see an update at page 32, and keep an eye out on your emails and look on the website for information.

Enjoy the next few months on the roads, in the restaurants, leaning on bars, and anywhere else that you and your TR friends in your area like to spend time together.

Cheers

Stephen, Trevor, & Brian

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



Deep South Group

Things have been fairly quiet down this end of the country. I think all the great weather we have had over the winter has caught us out. Normally winter is the time to park the car up and get all those things you were going to do done, but never got around to it due to needing the car to go on TR outings. This year the winter has been exceptionally mild and a run or two would have been possible but we were caught out with nothing organised.

An event we have been associated with over the years has been the Annual Autospectacular which is a showcase of all sorts of cars from down here in the South. Once again, the Deep South branch of the TR Register NZ had a stand and this year we decided to highlight some of the different cars our members have in their garage.

Glyn Gaston had his immaculately restored Triumph Stag, a car which started as a very sad piece of machinery and was transformed to a vehicle which attracted a lot of interest and discussion on restoration techniques and how impressive the car looks now. Doug and Viv Osborne had their very nice Spitfire on display, the first time Doug and Viv have displayed their car in the Autospectacular. Once again there was a lot of interest especially the way the whole front of the car opens up to access the motor and suspension. Brian Hope brought the family 2.5 Triumph, a very nice vehicle which has been in the family since new. It certainly caused a lot of comment as people reminisced about when they owned one of these cars and how ahead of their time they were when they were brought out.

Colin Deaker had his award winning TR7 Sprint on display and just to prove the TR7 wasn't the only Triumph Sprint brought out, Colin had spotted a Triumph Sprint motorcycle in one of our local motorbike dealers and had arranged to have it displayed alongside his car. As a coincidence, both vehicles were painted the same colour. Stephen Higgs, the editor of our TRansmission magazine, had his immaculate and original award winning TR8 displayed for all to drool over. This machine always creates a lot of discussion about what would have come on the market if Triumph had been allowed to survive and continue manufacturing TRs.

The story goes that there was a new model on the drawing board that never



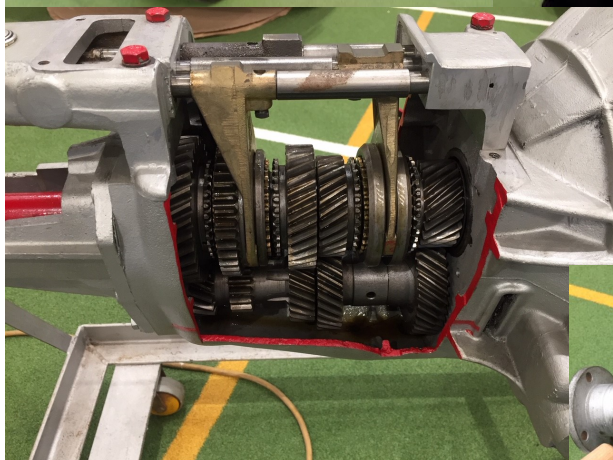
saw the light of day when the whole manufacturing place was closed down. Perhaps there is a member out there who can verify this rumour!

Murray Coomer had his immaculate Triumph 750 motorcycle on show. It's certainly a pity that all we have left of the Triumph name is motorbikes.

To top off the display we had a Triumph 6-cylinder engine as used in the 6-cylinder powered Triumph vehicles. This motor had been cut away and prepared by the late Don Bradley, one of our Triumph Stag members. He wanted to show anyone who was interested how an internal combustion engine worked. To say this caused a lot of interest would be an understatement. A number of fathers and some mothers spent a lot of time showing and discussing with their children the workings of a motor car engine or how the gear box or diff worked and why it did what it did. We even had one young lad who tried to tell us his Dad's car didn't have a motor like this in their family car. When we explained it did but it was covered up by super structure he was amazed. Perhaps if we had more of these interactive displays we would get more young people interested in rebuilding and conserving some of our pride and joy.

Our congratulations go to Deep South member Mark McLachlan on winning the best Japanese car in show with his 1980 Nissan 280Z. Mark is also the owner of the TR250 which has won several National Weekend concours awards as well as having appeared on the cover of the Classic Car magazine. We have given Mark dispensation for allowing himself to sink as low as to working on and displaying a Japanese car. Next thing he will be working on an MG!! The skill and attention to detail that Mark showed on the Nissan is a credit to him. Well done Mark.

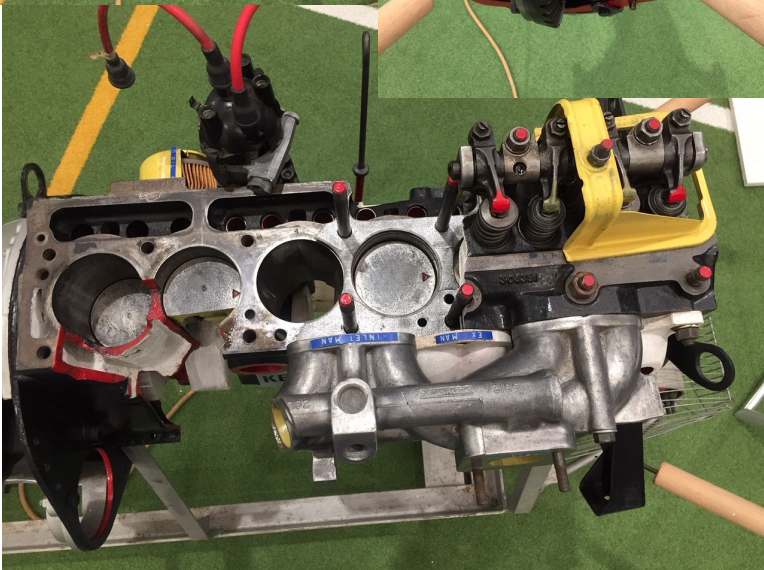
Jane and Trevor



The Jappa
owner/
winner,
top right.

A US
beauty,
top left.

The cut-
away
engine
that the
car-show
crowd
loved.



Waikato Wanderings



Waihi Beach Run

By mid-August we had all decided that the TR's had sat idle in the garage for too long and it was time to remove the dust covers, start the engines and reverse (or push) them out of the cosy garages and hit the mighty Waikato roads once again. Some still had the mud to remove from the last run in the hopes the potatoes under the guards had not started to sprout.

Our destination was the Waihi Beach RSA and it would be there we would meet up with some of our members who also enjoy membership with the Sunbeam Car Club who were also heading for the salty air at Waihi Beach.

The crispness of Winter still hung in the air, so we were one of the few who decided to hold on to the soft top for the start of the run. Rugged up and ready to go we headed for the usual rendezvous place, the cricket park in Cambridge, before weaving our way through the longest possible route to Morrinsville. Marianne and Dick greeted us all warmly and welcomed us by opening the doors to their beautiful collection of classic cars.

We all headed for the Hauraki Plains and motored through the Karangahake Gorge to Waihi Beach where the sun was shining, and all was well in the world. If you have not had the pleasure of visiting the Waihi Beach RSA I can strongly recommend it. The venue is on top of a hill overlooking the beach and the buffet was very impressive. There was a great turnout from the TR members, The Sunbeam club and the locals which all added to a feeling of festivity as we all welcomed in the warmer weather and with that, more TR runs to look forward to. With full bellies we all headed for the surf and those willing to embrace the cold wind ventured on to the beach for a brisk stroll; the bite of the wind was in cold sharpness to the blue sky. The cars all parked up and once again attracted onlookers who admired the beauty of these fine British Motor Vehicles; the Triumph Roadster.

On another note, we continue to meet at the Prince Albert Tavern in Cambridge for our monthly get togethers and enjoy the decision-making process of our next roadie over good food, a beer or two and much banter.

As the warmer weather approaches, we are focusing on some bush walks followed by more pot luck lunches at members homes. Whichever direction we ultimately decide upon you can be rest assured they will be reported on in the next TR publication.

Until then, wishing you all safe motoring and great adventures in the process.

Diane & Peter Parker



**Photos from Waihi
Beach run, including
TRs and a few from
the Sunbeam
Car Club.**





Top O' The South

THE TOP O' THE SOUTH REPORT

The vagaries of weather, and the widely scattered membership, make planning Top O' The South winter outings difficult. And it precludes 'Club Night' that celebrated event enjoyed by the more populated regions. But these drawbacks are taken advantage of. They present an opportunity to lavish care and attention on our cars, encouraged by thoughts of summer motoring.

Top O' The South Cars

I've had my TR3A laid up for 6 weeks while Ian Johansen and his Precision Regrinds staff administered some open heart surgery. A major head re-build and a lead free petrol conversion. It wasn't a simple procedure, made all the more challenging as cast iron valve seats had been installed during an earlier life. The head was in a very sorry state. Nevertheless, the engineers rose to the task, de-coking, reaming, fitting oversized hardened valves and guides, a new rocker shaft, and re-surfacing the rockers. And I took time to fit a new solenoid to the starter motor, and to have a new thermostat, new water pump and pulley, and new carb seals, jets, and needles, installed. At the risk of shooting my mouth off, I'm now anticipating a trouble free run at the upcoming Nationals and after-tour

Leon has used winter 'down-time' too, to good effect. He's almost finished an overhaul of the TR4's front suspension. And like me, he and Varley are eyeing NW2019 and hoping for an uneventful West Coast sojourn.

George Looman continues with his TR7 project, taking the best bits from 2 old cars to make one that's usable and presentable. George tells the story better than I can. He has written an account of his endeavours which you'll find elsewhere in this issue.

VCC Car Show For Cancer

I'd only got my car on the road two days before the Vintage Car Club event. Leon and I attended, putting our cars on display at Blenheim's Brayshaw Park. Avril joined us, and we spent a pleasant few hours enjoying a great atmosphere. A commendable event for a most deserving cause and \$9,000 raised for the local Cancer Society.

We flew the 'Register flag. The Triumphs attracted a steady stream of onlookers, and, as usual, Leon and the Broadbridge TR4 were great ambassadors.



VCC Cancer Car Show, Blenheim

The upshot of our presence was we've gained another member. Blenheim resident Nathan Jones spotted Leon's TR4 and the TR Register flag, and stepped forward to engage Leon in conversation. Long story short, Nathan is the owner of a TR4A. It needs a little work, but plans are to have it back on the road shortly. Nathan was unaware of our Top O' The South group, and was unaware of the TR Register. He has now joined our Top O' The South group. And as I write this, is in the process of taking out 'Register membership. Nathan and his TR4A will make a great addition to our fleet, and he'll have something in common with Michelotti owners Jon and Cheryl Harrey, and Leon and Varley Broadbridge. We extend to Nathan, the very warmest of welcomes.

Growth In The Top O' The South

Nelson / Marlborough has increased to 13, the number of Triumphs in its Top O' The South group. The region remains a fertile recruiting ground with unfulfilled potential for growth. Between us we know of, or have leads for, a number of cars that are not (yet!) part of our group. Amongst those to be pinned down and 'persuaded' to join are a TR2, a TR250, a TR3A, a TR4, a TR6 and a TR7. It's very much a work in progress, but super sleuths are on the job. Watch this space.

Lunch at The Mussel Pot

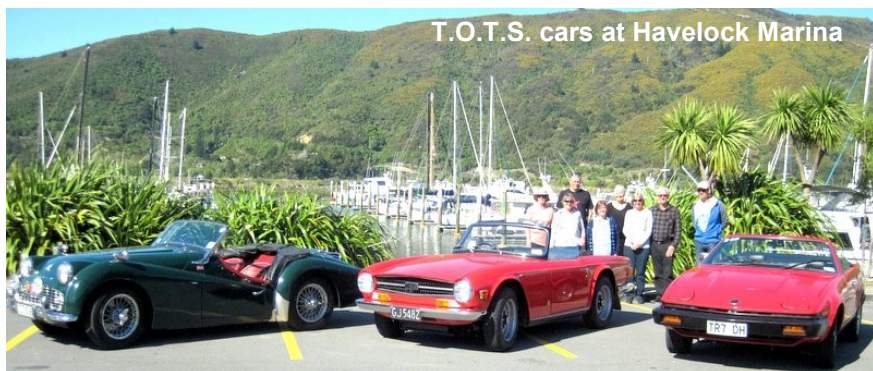
Sept 23rd was a day of wonderful spring sunshine. It was the day we'd chosen for our run through to Havelock. I'd reserved lunch at the Mussel Pot, a cafe / restaurant renowned for serving the finest green lip mussels.

Our group of twelve spent a delightful couple of hours' dining and chatting, ever keen to catch up on news since our last outing. And yes, the mussels were of the very best quality. And I was onto a winner, trading a mussel or two with Jon, for a piece of his battered fish fillet. Fine dining indeed.

The lunch break over, we made our way down to the marina, lining some of the vehicles up for a photo or two. It was pleasant there in the warm sun and conversations lingered. But eventually it was time to leave, always conscious of the fact that Ann and Alan are faced with a long slog home to Collingwood. And so we disbanded. Great company the Top O' The South group, and a great day's outing.

Cheers from the Top O' The South

Bill



Wellington Wafflings...

Well, Spring seems to be here, and about time too judging by the amount of firewood I've got through this year.

The last Sunday in August was certainly Spring like, appropriate to the Daffodil rally for Cancer organised by the Wellington branch of the Vintage Car Club. The morning was chilly, and the ground at Queen Elizabeth Park a trifle soggy in patches; but the day turned out sunny and it was a great opportunity to get out in the TR and to admire the eclectic mix of vehicles attracted by the VCC's "all comers" invitation. These ranged from brashly befinned and chrome encrusted 1950s Americana to a Peugeot 404 pickup truck and, a real rarity, a 1980s Reliant SS1. In case you've never seen or heard of this, "Car" magazine once described it as a "Triumph Spitfire without the style", which seems a fair summation.

Happily, there was enough evidence on hand to show that British sports cars once had not only style but world beating performance as well. Notably, we had Shane Taylor's TR2 with the Jabbeke style metal tonneau (as featured in the previous issue of TRansmission). This was really looking the part and attracted a good deal of favourable attention. All Shane needs to do now is stitch up a matching undershield and we'll be able to see whether he can beat 124 mph on the Kapiti expressway.



Actually, on second thoughts they might have to do some more work on the road surface before then ... seems it isn't only British sports cars that aren't built like they used to be.

Coming Events

Pub evening: Last Wednesday of each month. Venue is changeable at present, so please confirm with Jonathan for details on 021 124 7950

Lake Ferry Classic Motoring Excursion. As always this is on the second Saturday in December (this year, the 8th). Further information available from Jonathan.

Johnathan

City of Sails Area Report

Greetings once again to the faithful, the keepers of the Marque, you wonderful bunch of eccentrics! While you have likely been enjoying a mild winter allowing for magnificent drives in a picturesque landscape, we Aucklanders have been subjected to that quintessential “Four Seasons in One Day” almost every other weekend. Over It? Damn straight we are, however the end of September brings that much looked forward to occasion ‘Daylight Saving’ and the opportunity to enjoy late afternoon cruising. Hallelujah.

We’ve been quiet again this quarter with the Group Leader (oh yeah, Me) up to the eyeballs in work, and focused on boring work rather than joyous drives. We have however enjoyed our regular get together at The Good Home and next week being October will kick off the quarter with our partners, wives, and husbands sharing a meal with our stories.

A few of us did attend the now famous in Smales Farm, Takapuna – Caffeine & Classics in August. The Auckland Triumph Car Club are regulars and have invited us many times, and we finally managed to make an appearance, Register flag ‘n all. A TR4 and 4 x TR6’s, nice.



Followed by a bit of a drive through Albany and Coatesville for lunch at Fernielea Café for fine homemade pie and chips, and a beer to wash it down. Oh the simple life! We concluded the day with a sporty drive through Riverhead and the West Auckland suburbs.

I did manage to spend a bit of time on my French Blue TR6, catching up on a few of those little jobs we all have to do. One involved an update to the instruments which Dr Lucas the “Prince of Darkness” had forced upon me. Night time driving has proved a challenge as for the last 6 years I’ve been unable to read anything. I’d seen ads on Ebay for LED bulbs and I finally bought a set.



Those sharp sighted among us will notice something interesting about the two photos above, the left before I added the LED to the tacho, the right after. Lights on in the garage.



Lights off in the garage and the strength of the LED's is clear for all to see, as is the fact my speedo is a different colour, Green what the? 6 years of ownership and I didn't know, my current Speedo is a later model, a 73 – 76 no less, Bugger. Does anyone out there have a spare 72 Speedo? I'm keen.

I also bought from the USA a couple of caps for the hood pins, nicely made using a 3D printer capped with a domed rubber, these caps fit snug on the pins, and save the hood from damage. Will it help the car go faster, NO! Save Fuel, NO! Save the hood from ripping, Yes!

Now I know I'm not the only TR owner who trolls TradeMe, but haven't there been a lot of Wedges for sale this quarter? TR's 7, 7V8, and 8 have all made regular appearances on this social media marketplace, Why? It's very rare you see a Sidescreen on there, seldom you'll see a Michelotti, and more frequently there'll be a Karmann (sometimes a couple) but the Mann design has seen at least one on there almost every week in 2018.

I've been tempted with a couple, one in particular caught my eye, BLUE strangely! Powered by a Lexus V8 with 5 speed Celica box, and fully equipped Nissan rear end, I'd probably have to resign my position and wear a 10 gallon hat and a couple of colts! But no, it's just me and my 6!

Other members have been busy with Malcolm Deveraux (TR2) and Gary Kirkland-Smith (TR6) making excellent progress with their rebuilds. Chris Stiebel with his TR6 also bought the Hood Pins and when I delivered his pair he gave me a tour of his Left

to Right Hand Drive conversion and rebuild, which is making good progress. Bruce and Anne Stuarts TR4 has been in the paint shop following their forced build after their frontal crash on the way to Ellerslie in February for the Concours d'Elegance. Ian (Pres) Harris has his TR6 mobile once again after gearbox issues, and Ian Ramage also with his replacement gearbox fitted with overdrive ready to hit the road. In fact, a lot of work has been going on in garages all over the region, and the next quarter will see a flurry of activity as we have runs instore each month leading up to and including Christmas. Yay!

I'll close off with this little gem I picked up this week for \$5, from a model shop in Greenlane.

How many of you still have one of these laying around? I've never seen one before and was thrilled to find this. Previously owned by an 80 year old who sold this and a few badges along with other collectables which he no longer has a use for. But I do!

Isadora Duncan Rally next week and this will no doubt feature in my next report, a run I enjoy and with the Booths organising a Northern Region run probably another Outstanding one to booth lol.



That's it for me, Enjoy the onset of Summer, and remember "It's never far, in a TR!"

Steve Martin

Hawkes Bay Happenings...

In two words, 'not much'.

Winter has now passed us by and since our last report not much has been going on in the Bay TR wise. People moving house, going away to escape the winter or fixing up the TR.

For Joy and me it was the latter, with an eight week trip travelling from Morocco to St Petersburg. In all those travels we did not see one TR but we did meet up with some TR people. We were lucky enough to spend a couple of days with Mick & Linda Forey from the UK TR register at their 300 year old farmhouse in the middle of France. You may remember they came to our National Weekend when it was held in Blenheim. Mick is the International Director for the UK TR Register. As such he and Linda organize runs abroad. In early July they had a run from the UK to the Pyrenees for 10 days driving around the mountain roads and mid-September they were off to Northern Germany in the TR3. This is one of the advantages of living close to the rest of the world.

The UK Register also have a Youth Group to encourage and support young people into TR ownership. The group is National and is totally run through social media. They have organized some weekend runs in various parts of the country and they turn up in all types of cars – the main emphasis is being enthusiastic about TRs. Some have their own, some use their parent's TR and some don't have either but the interest is there.

The house was amazing in a village of about twenty other houses. We managed some tripping about on narrow lanes, driving on the right was not a problem although they have a strange rule of giving way to your right even if

The dark and reddish brown rooves



you are on a major road and someone comes off a side road on your right. This was never put to the test but made you very wary.

The only interesting car we saw was a lovely Jaguar XK120 parked near a market in a French village. I waited around for a while but the owner never showed up.

Oh yes the other TR people we met up with (small world) were Ken & Teresa Pfeffer. We had arrived in transit at Brisbane and who should we see walking towards us but Ken & Teresa waiting to catch the same plane home from Australia.

The National Weekend 2019 looks like it will a wonderful event. We know the organisers must have spent many long hours putting together such an interesting and varied program with the added bonus of being in a delightful part of NZ. Great roads and vistas for all TR adventurers.

In the meantime we all look forward to a long hot summer, as the northern hemisphere has had, and lots of TRing – which reminds me, I must get those new tyres and a WOF.

Happy MoTRing

Graeme & Joy



Saint-Cirque-La-Popie, France

Canterbury Tales...



Aint retirement wonderful! I don't know how I survived when I spent most of the week working for somebody else. But retirement does mean that we have to plan some interesting things to do. And so a few months ago in June, - remember June? I am told it was icy-cold and it rained cats and dogs most days, but I don't know that because I was in the northern hemisphere basking in 30 degrees or more of sunshine, with long evenings for quaffing wine – sorry I was reminiscing, back to reality. In June the stay-at-home Cantabrians visited Winnie-Bagoes for the monthly dinner. Thanks to John and Denise for organising it in our absence. I am told it was great, but I was enjoying myself too!

On the subject of driving in the northern hemisphere, have you ever tried taking a camper van along those narrow Scottish roads! Talk about a quart into a pint pot. I know Mike and Carole Lester had a similar problem to us trying to fit their vehicle between a heathery bog and a twenty ton truck on a six foot wide road. Great scenery though if you can find time to look at it.

We pride ourselves on the quality of the beer we make here in the South Island, and we like to support the local product, so in July and in September two different Speights Ale Houses were on our hit list. Yes, we have two such venues in Christchurch – spoilt for choice we are! Bealey Avenue in July and Tower Junction in September, both well recommended for weary travellers from out of town.

And we kept the ethnic balance correct in August by visiting Corrianders in Christchurch City. Just the place for working up a good sweat on Indian spices.

Now that spring is here and we are getting some lovely sunshine in Canterbury, we are planning a drive south to Geraldine for a Sunday lunch in October, and in November we will go north for a weekend in Kaikoura.

It is wonderful to have really good support from local members. On some occasions we have had thirty people at our dinners, a number of whom are new members. It is great to see some new blood in the Canterbury TR group and we know the new owners will get a huge amount of pleasure from their cars.



Dinner at Corrianders

Bryan and Carol

John Miller

With sadness I pass on the news that John Miller died recently after a battle with cancer. John was a long time TR Register member and enthusiastic TR3A owner from Canterbury. Our thoughts are with his family.

Accidental TR ownership

Hopefully others have been in the same situation as me. Looking for a manual gearbox for my Rover SD1, I see an advertisement for a TR7 V8 conversion project that is now taking up room in the garage. OK, two LT77 5 speed boxes, Rover V8, car that is basically a pile of parts but body de-rusted and another TR7 as a donor that is a runner but rough - mmm?

I have always toyed with the idea of building a kit car such as the Fraser or Almac Sabre but when it comes down to it the price always puts me off along with the idea it's just an assembly job of a kit.

Well here is a similar project to bolt together. It's already had a few mods from original so I won't feel bad about originality, and it's (sort of) affordable. Besides I'll also end up with a gearbox for the Rover.

Cut a long story short - TR7 purchased and towed up from Christchurch. Rover did well but luckily the temperature gauge wasn't working over the Lewis Pass. Donor car picked up by a car carrier and delivered home. That was a wee while ago.

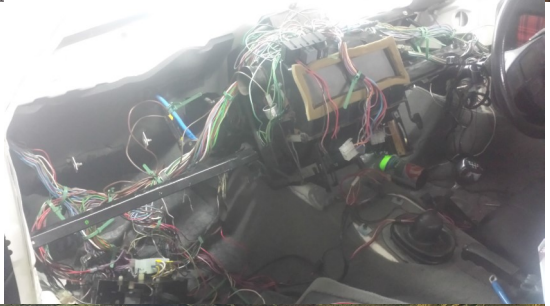
Since then body has been prepped and painted. Assemble suspension, dismantle, reassemble. Change of plan – let's keep it so it doesn't need to be certified. Reassemble with standard components from donor car. Put the interior in, pull the dash out again to change the wiring. Put it back in. Why's the engine running on three cylinders? Recondition the distributor.

Lucky there's no time pressure.

George Looman



**Various stages of
the restoration
journey for
George Looman**



Bay of Plenty Travellers

Whangamata

A beautiful Winter's day greeted us as eleven of us in various TRs and one modern car assembled at Nourish Café at Te Puna on Saturday morning, 10am on August 11th. It was not only a clear sky, but the temperature was warm enough for a couple of cars to be driven to Whangamata with their hoods down. This was the first occasion over Winter that we could say with any confidence that the end of the cold, rough weather had done its dash and that Spring might just about be upon us.

We headed off about 11am driving through fairly heavy traffic which eased off coming into Waihi. We reassembled at the sports ground on the northern side of Waihi, and following brief chats, carried on to our destination.

The old Triumph demands quite a lot of heavy steering, rounding all the tight bends on the road over the hills north of Waihi, which calls for driving concentration. It's no wonder the earlier models have a designated hand grip on the dash for the passenger. We drove in file through the early part of Whangamata and found sufficient parking for all of us on a side street, handy to the café for lunch. We tucked into our preferred options for lunch, amidst much chatter and satisfaction in having secured a couple of tables large enough for us all. Finally, after everyone had supped their soup, scooped their burgers, or chewed through their cake or pastries, we called time on lunch as the ladies in our group had scampered off to look through the local shops.

We then drove down past the wharf and parked our cars on the grass adjacent to the estuary view of moored boats glistening on the water in the afternoon sunshine. After the mandatory photo shoot with the Triumphs all nicely angle parked we said our goodbyes, piled aboard, and headed home, some down the main street, while others drove to the beach to take in the panorama of crashing waves rolling in on a strong north easterly swell.



A Triumphant Tale

Recently, I had an unexpected phone call from a Pukehina resident, a Clyde McLean, who enquired as to whether I was the Bay of Plenty Triumph TR convenor. He was wanting to establish if I could help him in locating the current owner of an old TR6 he had purchased new in 1972. He still had the original car manual and wanted to pass it on to the present owner before the booklet was either thrown out or forgotten.

Clyde produced the chassis and engine numbers and advised me the car was maroon when purchased in 1972.

Upon enquiring further, I asked him if he still retained interest in the Triumph marque, to which he advised he had moved into Mustangs, but still reflected with fond memories of having owned the TR6.


I let him know that I would endeavour to locate the current owner and advise him in due course.

Having phoned Kevin Tinkler, the TR Register Archive Historian, I was delighted to learn that not only was the present owner of the car Nick Kemp of Auckland, but that I had been the previous owner for some years. On reflection, I recalled noticing maroon under the red paint below the rubber surrounding the boot.

Following phoning Clyde McLean to advise him Nick Kemp's address, Clyde mentioned he had another book about Triumph cars and asked if might be of interest. Subsequently, I now have an excellent copy of *"The Story of Triumph Sports Cars"* written by Graham Robson and printed around 1973, approximately 45 years ago.

The moral of this little story is "pursue any interest when it is proffered and goodwill may reward the recipient".

P.S. Included in the pages of the book is an advertisement, unfortunately not dated, but possibly around 1975, from either the *Evening Post* or *Dominion*. It highlights a series of Seventies Triumph sports cars at prices that are mouth wateringly cheap compared to today.



SPORTS CAR CENTRE

CNR WAKEFIELD AND TORY STREETS, WELLINGTON.
LMYD

TRIUMPH TR6's

73 JENSEN HEALEY. Tangerine, hard and soft tops, 29,000 kilometres	\$7395
73 TRIUMPH TR6. Flame red. O/drive. Wire wheels, 35,000 miles. Exceptionally tidy car	\$6295
73 TRIUMPH TR6. White, h/s tops, R/H, 55 kilometres	\$6190
71 TRIUMPH TR6. Genuine 16,000 miles. Royal blue. Black trim. O/drive. Radio and heater. Tidiest in N.Z.	\$5995
70 TRIUMPH TR6. Flame red. Black trim. O/drive. Head rests. Roll bar. 46,000 miles. Radio and heater	\$4995

TRIUMPH TR4A. Polar white, black trim, wire wheels, moderate miles, absolute impeccable condition. Tidiest we have ever had. A gift of

\$3995

68 TRIUMPH GT6. Flame red, deep blue trim, R/H, wheel trims. Nice car	\$3595
72 FORD CAPRI 3000 GT. Mustang with ton trim. 34,000 miles. Exceptionally tidy	\$5190

MG's

72 MGB ROADSTER. O/drive, wires, stereo, orange, 2 owners	\$5190
72 MGBGT. Blaise, o/drive, h/rests, tinted glass, 2 owners	\$5995
71 MGB ROADSTER. Mineral blue, restyles, R and H	\$4750
70 MGBGT. O/drive, restyles, R/H, orange, moderate miles	\$4990
69 MGC ROADSTER. O/drive, wires, BRG, 1 owner	\$4590

Also several other models to choose from.

PHONE WELLINGTON 849-286,
AFTER HOURS 845-353.



MASTER

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QUALITY SERVICE

75 DATSUN 180B local owner	
75 DATSUN 180B A Vinyl roof, body	
74 DATSUN 160J 55 Jap. assembled, car	
74 DATSUN 120Y S and tidy	
73 DATSUN 260C, 20 immaculate. Best	
73 DATSUN 120Y (42,000 miles), radio, radio, etc.	
73 DATSUN 180B. 51 Radiets	
73 DATSUN 180B A Radiets	
72 DATSUN 1600. 58 Very clean	
71 DATSUN 240Z. 35,1 allie blue, Jap. a Very tidy unit	

All Used Datsun month Value

75 TORANA 2850 G	
75 AVEGER 1600.	
73 YALIANI REGA	

NOTE: Most of these the Wairarapa

After hours
WE WILL DE
ANYTH
MASTER

Ian

The Registrar Reports...

Not much to report over the past few (winter) months, with public sales virtually non-existent – many of the cars below have graced the pages of TradeMe for several months...

A real wealth of official 'wedge' technical service info. can be found at:

www.triumphwedgeowners.org/technical-service-bulletins.html

Donn Anderson published the second in his TR series, covering TR4 to TR6, in the September issue of *NZ Classic Car*. He included personal impressions of test driving a brand-new TR4A and a TR5.

TR3 Comm No TS18802-O, rego. A14107, with new member Neil Wright in Hamilton

TR3 comm. No. TS9223 confirmed in the hands of new members John and Joan-Mary Pendreigh, They were committee members in early 80s with a TR4 – welcome back!

TR4 comm. No. CT11263-O rego BE4920 sighted at Glenfield. Complete but not running

TR4 1963 Comm CT29652L Wedgwood blue, softtop, sold by Barrett-Jackson Auctions in USA for US\$99,000!

TR4A comm. No. CT54843 rego. HQ5394, blue, barn find not previously on our records. Under resto. by Ian Hayton, New Plymouth area. Spotted by Nigel Hayman.

TR5 Comm. No CP1176-O rego EP8204 ex Robert Johnston, has gone to a good home with Peter Mence.

TR6 comm. CR2043 rego GR5492 for sale TradeMe for \$44,999

TR6 Comm no. CP76344 rego. EARTHY, off road at present. Still with Gary Carthew

TR6 comm no CP52416 rego TR6RED – new owner is Kevin Higgs in the Blenheim area

TR6 Comm no. CR5407-O, rego. HL2691 owned for over 25 years by new member Graeme Skjellerup, Christchurch.

TR6 comm.no. CP51498 engine no. CP51336HE, for sale at Waimak Classics \$45,000.

TR6 comm. No CR5871-O ex Barry Tervit Hamilton, is now with Ian Macpherson, Katikati

Grinnall V8 ex Ian Macpherson Katikati is now with Barry Tervit, Hamilton.

TR7FHC Reg. No. ABJ105 again for sale TradeMe at \$17,500, fitted with a Lexus V8

TR7 rego 80TR7 for sale TradeMe for \$14,750.

TR7DH rego. NS2519 now owned by Vishu Singh, Morrinsville. Not previously in our records

TR8 rego. TR8 for sale on TradeMe for \$20K.

TR8 rego CBD197 on TradeMe for \$25,000

Kevin

Tech bits and pieces

1. Under the tree ...

Christmas is coming. This is what my teenage daughter tells me anyway. I don't know why she thinks I need 3 months' notice, but I am always grateful, as it leads me to consider what present I should buy myself for the garage this year.

I still hope that Santa will (gently) drop a Ferrari 250GTO on my roof, but experience has shown that if I'm going to get what I really want I will most likely have to make my own arrangements. Usually, having soberly reviewed my finances, this comes down to choosing between a set of spark plugs or a new screwdriver.

Last year, however, I decided that the time had come to invest in a better way of raising a car off the ground than a tired trolley jack and 4 axle stands.

'Invest', by the way, is a very useful word to have in mind when considering expenditure in the garage. You might be surprised how it can make spending beyond your means look totally rational – essential even. It's a trick I learned when working for the Government.

Using this trick, the obvious conclusion that all right thinking petrol heads reach is that they need a proper garage hoist. And if I had sufficient equity and a suitable space this is exactly what I would have purchased. Sadly though, I had to recognise that rebuilding the garage to provide the required stud height wasn't a practical option.

Which brings me to what I'm really here to give my thoughts on, and that is the Quickjack. At this point I'm going to assume that you all know what this is and how it works. If you don't, head to quickjack.com and you will see it all explained with videos and everything. Done that? Now read on.

Probably a few of you already have a Quickjack, and I'm guessing that a few more are giving serious thought to



making the investment. If you haven't it's either because you are happy to leave viewing the underside of your TR to someone else (a perfectly reasonable choice, with many advantages), or you already have a proper hoist.

If the latter is the case, you are blessed, for the Quickjack is not a substitute for a professional workshop hoist. What it is a substitute for is the aforementioned axle stands.

A relatively expensive substitute? Yes, but one that has several advantages:

- It's quicker to get all four wheels of your car off the ground (with practice it might even be as quick as in the promotional video!).
- It gets the car a bit higher than axle stands – not a lot higher, but enough to make a difference to your comfort under the vehicle.
- It's a lot more stable once it's up (especially compared to axle stands at full extension). Have you ever been working under a car on stands and asked yourself 'what happens if there's an earthquake right now'? The Quickjack feels like it would need a really big shake for the car to jump off it.
- Thanks to nice fat rubber blocks there is no metal to metal contact between the Quickjack and the car, and so less chance of damage to chassis or sills than with most axle stands.
- You'll enjoy playing with it so much that you'll stop deferring maintenance on the TR.

It isn't a perfect world, so there have to be some negatives:

- You can't get underneath the car from the side. So far this hasn't mattered to me, but I've only used it for routine servicing. For some jobs you might still want the axle stands, so don't throw them away.
- I find that I have to be careful not to trip over the Quickjack's hydraulic hoses when walking around the car.
- If all you need to do is raise the front of the car enough to do an oil change a pair of ramps is quicker and cheaper.
- One size does not fit all. If you look on the website you will see that there are a few different models and instructions for measuring your car to make sure you get the right one. The smallest Quickjack is ideal for the TR3, but only just long enough to reach between the jacking points on my Ford Focus. A bigger model would fit a wider range of modern cars, but would be longer than the space between the TR's wheels.

The above comments are based on using the Quickjack with a TR3. I expect the experience will be similar for any separate chassis TR, but can't say how it would be for a TR7/8.

PTO

So my verdict? For me, the Quickjack has lived up to expectations and definitely enhances the experience of crawling around on a garage floor (I also recommend carpet). And as investments go, I've certainly made worse, but that's just my personal perspective. Naturally, I expect that before placing your order you will take your own financial advice from a suitably qualified source - not your teenage daughter - she will probably recommend investing in shoes.

Johnathan

2. The Alford & Alder Upright

It began in a modest pre-war saloon, won three F1 world titles and is still made today*. Keith Howard reports on a truly remarkable piece of suspension.

In an era of multi-million pound budgets and team headquarters overflowing with the CAD/CAM and finite analysis tools needed to design bespoke components in-house, the notion that a Formula One car should employ a major suspension component borrowed from a humdrum road car is positively fanciful.

Yet during the 50s and into the 60s such a component was so widely used by Britain's new generation of race-car constructors, that to call ubiquitous is no hyperbole. It originated with the pre-war Standard Eight saloon, introduced in 1938, was designed and manufactured by Alford and Alder, but because of its use in a succession of Triumphs including the Herald, Spitfire and TR2-6, it became known as the Triumph front suspension upright.

A list of all the racing cars which employed it would be extensive - within this list would be a fair smattering of F1 cars and no fewer than three World Championship winners - the '59 and '60 Coopers and the Brabham-Repco BT20 of 1968. The Triumph upright also went to Indianapolis in the BT12 and won there the following year in the Dean Van Lines Special, confirming that in its heyday the humble Triumph upright pervaded motorsport to the very highest level. Widespread use in Formula Ford was to follow.

In addition it featured in every Lotus road car over 20 years, from the Seven S1 right up to early versions of the Esprit, and is still used to this day in the Caterham Seven. Although made in a number of variants the basic design remained throughout.

All told, it's an extraordinary CV unique in the history of motor racing. All the up-and-coming British-based racing car designers of the period - Broadley, Chapman, Cooper, Tauranac - used this upright in their careers before progressing to custom-made replacements. So, what exactly about the A&A design attracted them?

To be mundane for a moment, it enjoyed the undeniable twin benefits of being both available and inexpensive at a time when the facilities and budgets possessed by many of the younger racing outfits, even those competing in F1, were meagre by modern measures. In those relatively straitened and more down to earth times, fabricating a component was pointless when a perfectly acceptable one could be bought over the counter.

But that wasn't the whole story. The A&A design had distinct technical merits. It was notably lightweight for an EN16T steel forging. In the variant used in the Elan for instance the upright, trunnion, stub axle, steering arm and upper ball joint weighed in at a mere 2.3kg in total, plus caliper bracket and hub.

And that list itself reveals a further key attraction of the design: the fact it was modular. If the designer wanted to change steering geometry by varying the length of the steering arms or mounting the steering rack behind instead of in front of the front axle line, or change brake disc diameter or caliper type, it was no problem.

All such changes could easily be accommodated,

Books on F1 design of the period make nebulous references to the Triumph upright eventually being sidelined because of geometrical inadequacies, but it's difficult to see where these supposed failings might lie, and hardly significant in an era where relatively large inaccuracies in other suspension dimensions were an unavoidable fact of life,

Mike Costin recalls that the increasing wheel loads brought by tyre technology were mainly responsible for its disappearance from the top racing formulas, needing a stronger stub axle than it could accommodate.

Unsurprisingly, given the variety of cars in which it was used, the Triumph upright remains in production today by Coventry company ESP Limited using refurbished original tooling. Alford and Alder itself ceased to exist when it was absorbed into British Leyland.

So, the A&A upright still steadfastly survives 60-plus years after its inception. You couldn't say that it changed the way people went racing, but by providing the post-war British racing industry with a ready-made solution for a critical suspension component, it contributed to that industry's inexorable rise from backstreet to big-time. And by any account, that process most assuredly did change the course of motor racing history.

**(This an abridged version of an article originally published in MotorSport magazine in October 1999)*

Kevin Tinkler

PTO

3. TR2 Differential and Steering Box Refurbishment

Sometimes the hardest part of a repair is disassembling and reassembling tightly fitting joints, but with the right tools and techniques it can be done in the home workshop.

My differential had always given a loud clunk when changing from reverse to first gear or vice versa. This is most likely due to excessive play between the various gears inside the box, and since there was no sideways movement in the pinion or driveshaft bearings I judged that adjusting the shims would remove the play and fix the problem. A selection of shims are available from the usual suppliers and using them I have moved the crown wheel closer to the pinion and reduced the backlash between the sun and planet wheels. (Carol was amazed to learn that we have galactic bodies in our cars.)

The only special tools required were Vernier callipers, a dial gauge on a magnetic base, and a clear head to calculate the required shim thicknesses. The workshop manual recommends a tool to stretch the casing on reassembly to allow for some preload on the differential bearings, however by selecting shims to give a minimum of preload (about one “thou”) it was easy to insert the differential cage without using a stretcher.

A good bearing puller is required to remove the wheel hubs and bearings, and being a versatile tool with many uses on different parts of the car it is really an essential workshop item. It might have less pulling power than a large frame press but I find all joints will yield to the puller together with some heat from a gas torch.

No need for oxy-acetylene, bar-b-que gas is fine but you must avoid getting things glowing red. Gentle heat will increase the diameter of a one inch hole by half a “thou” which is enough to allow the puller to do its work. The heat also softens any “goo” that might be holding the joint together.

The bearing puller is also required to dismantle the steering box. I have yet to be beaten when faced with a really tough dismantling job such as removing the drop arm from the steering box which is a taper spline. Attach the puller and apply pressure at about half to three quarters of its capacity. If this is not sufficient to separate the parts then don't increase the pressure to the point of damaging something, just apply the gas torch to the drop arm and it will ping apart after a minute or two of warming.

Two other jobs on the steering box require the use of the puller. Removing the crank arm bush is necessary if there is detectable sideways movement in the arm. I fitted a new bush and a new crank arm as the surface of the old one was rough.

They were sufficiently well manufactured that reaming to obtain a perfect fit was not required. The other slightly difficult task is fitting a new worm gear on the end of the steering wheel shaft. The old worm gear was removed using the puller and some heat, and the new one slipped on very easily after cooling the shaft with ice and warming the bush in the oven (permission being granted retrospectively!).

A selection of shims are required on reassembly to lightly pre-load the worm bearings, and I have added a spring loaded top cover which is intended to accommodate uneven wear in the pin and worm. (Carol was equally amazed to learn we have worms under the bonnet.)

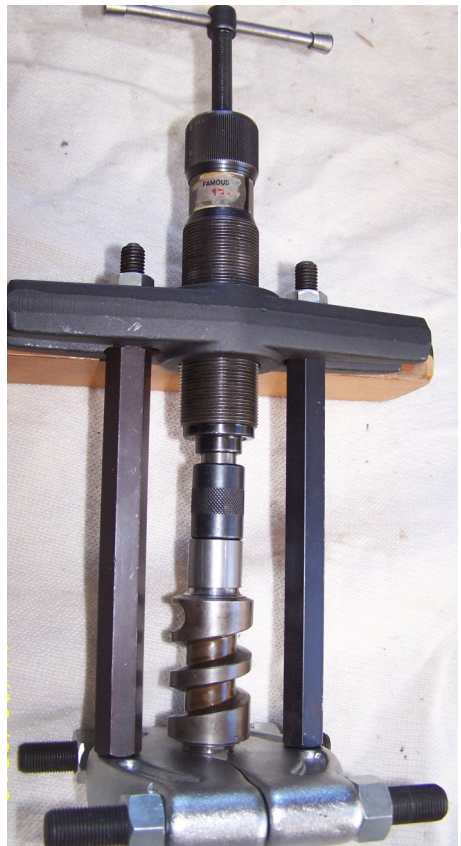
Both these units are now waiting to be refitted to the car.

Bryan

The arrangement for removing the drop arm ...



... and the worm gear



PTO



GOLD FEVER has struck!

More than 100 enthusiastic gold diggers have already staked their claim in Greymouth for the 2019 National Weekend. The long range weather forecast looks perfect, the local council is re-gilding the pavements, and we are reliably assured by not-fake news sources that there are enormous nuggets just lying around for the picking. Picture this – your glistening Triumph, top down, elegance on wheels, the best of British against the backdrop of some of New Zealand’s finest scenery, and a huge lump of gold rattling around in your boot!

The Gold Rush after-tour has generated a tsunamic wave of interest and there are rumours that some gold-hungry prospectors are seriously considering ditching their spare wheel to make room for a pick and shovel.

To those diggers who have already registered – we look forward to seeing you all next year. We have a great programme planned and it should be a brilliant weekend.

If you are planning on coming along and haven’t yet registered, we recommend you get onto it. Owing to limited seating at one or our venues we may have to cap numbers, so register sooner rather than later to avoid disappointment.



The Assay Office, Christchurch HQ

**TR Register NZ Inc. National
Weekend
Greymouth and the West Coast 2019
Thursday 28th February – Sunday 3rd March**

CAR....TOON CORNA



**Cop: You were going fast.
Me: I was just trying to keep
up with traffic.
Cop: There isn't any.
Me: I know! That's how far
behind I am.**



With the rise of self-driving vehicles, it's only a matter of time before we get a country song where a guy's truck leaves him too.

My teenage son had his driver's test the other day. He got 8 out of 10. The other 2 guys jumped clear.

Don't worry, my wife/husband (insert as appropriate) just turned the car radio down so we shouldn't be lost much longer.

A mate said he saw several elderly men repairing shoes in the back of a van. I reckon it's a load of old cobblers.

I didn't realize how bad a driver I was until my sat nav said, "In 400 feet, do a slight right, stop, and let me out."

Have you ever noticed that anybody driving slower than you is an idiot, and anyone going faster than you is a maniac?

Spare a Thought

Spring is sprung....

The grass is riz....

I wonder where the spare parts is.....

Well, they arrived this morning (27/9), two large cartons just begging to be unpacked. Hopefully, by the time this missive hits the press, I'll have them all unpacked, checked off and stowed in the shed, or away to their new homes.

And if I have been unable to fulfil your parts request recently because we have been out of stock – drop me a line and I should be able to supply now.

It's an interesting challenge trying to keep a supply of parts available to cover the year between re-stocking. We don't always get it right and often get a run on an item one year that may not have had any sales for a couple of years previously.

Occasionally we do end up with an item that we perceived a requirement for, but does not sell. Better to move the item on and put the funds towards other spares.

So this issue's special is just such an item.....a genuine TR7 Fuel Tank, Part # RKC3554.

Rimmer have these for GBP285.00. We have been listing it at \$655.11, but available now for a mere \$325.00 to the first lucky person.

Cheers

Ian.



TRansactions

FOR SALE 1966 TR4A

Imported from the UK in 1975,
present health status means
it is time to give someone
else the opportunity.

Has yet to clock up 5000 miles
since a total ground up
restoration which
included new sleeves and
pistons
(now 2.2Lit), electric radiator fan,
3rd and 4th gear overdrive,
balanced flywheel, a modified
camshaft (not too lumpy),
an oil cooler radiator,
a spin on oil filter conversion,
a free flow exhaust system
and an electric fuel pump.

This rag top model is in excellent
condition.

On wire wheels (185/15 new)
has new black upholstery
and a new
powder blue paint job
which not only turn heads
but sets the vehicle apart
from others.

For reluctant sale, located in Rangiora.

Price \$45000

Robin Leech
rleech@xtra.co.nz
03 313 9589

FOR SALE 1981 TR 7

Soft top, British Racing Green.

Won modified TR 7/8 section
Concours d' Elegance at
Dunedin Nationals 2016.

Phone Alan Parks
03 2048689
for further details.

FOR SALE 1973 TR6 PI

Overdrive, hard & soft top
Dunedin

Present owner 19 years
Regd. Warranted until 2 May 2018
Good, tidy condition

03 4817866
dntriumph@slingshot.co.nz

SPACE FOR HIRE

NO CHARGE FOR MEMBERS

SELL, BUY, SWAP, SHARE

*Contact details are shown in the
directory on P2.*

TRansactions



Triumph TR8 1980

101,388km / 63,000miles
Body – Silver Gold
History – 2 Owners, Imported

Not A TR7 Mock-up
Genuine Factory TR8
(8 known to exist in NZ?)

4 Barrel Edelbrock Webber
Branched Inlet Manifold
3.5 Rover Stroked To 4.5
5 Speed Manual
Mild Cam
4 Pot Calipers And Vented Rotors
14 Inch Minilite Alloys
Original Brakes And Wheels included

New Soft Top
New Roll Bar

Contact Bob Grubb
03 441 1466
0274 731 186

WANTED

TR2 or 3

I'm looking for an early TR2 or 3,
that is ideally a Kiwi car.

With limited garaging
(hey that's Auckland) it would be
tricky to undertake a restoration
project.....
therefore a restored car
would suit better.

I love TR's, and would love to
be a TR custodian of an early car!

If you are considering saying
'Goodbye chuck' to your
pride and joy, I would
appreciate a call or email.
The car is for my wife and I
and will be our treat!

Thanks
David Millar
021-6111-42
d.millar@xtra.co.nz

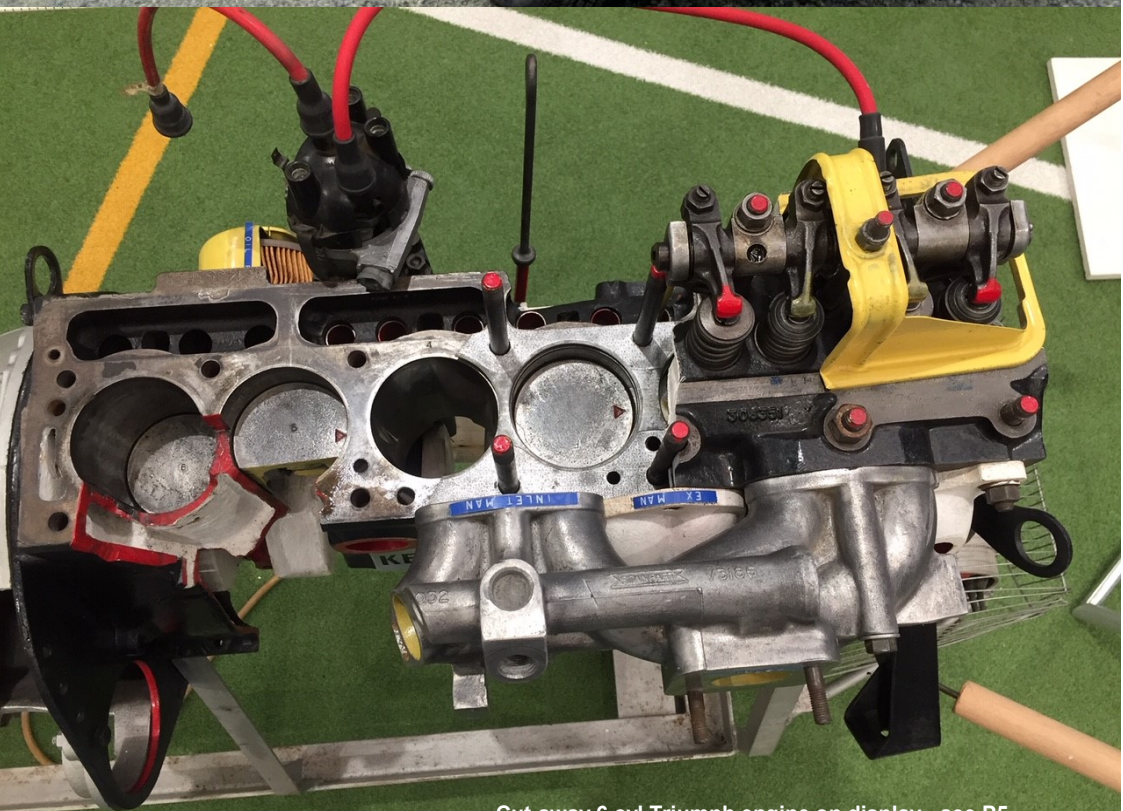
TR3A parts

Badge-bar and Jaeger
Water Temperature Gauge

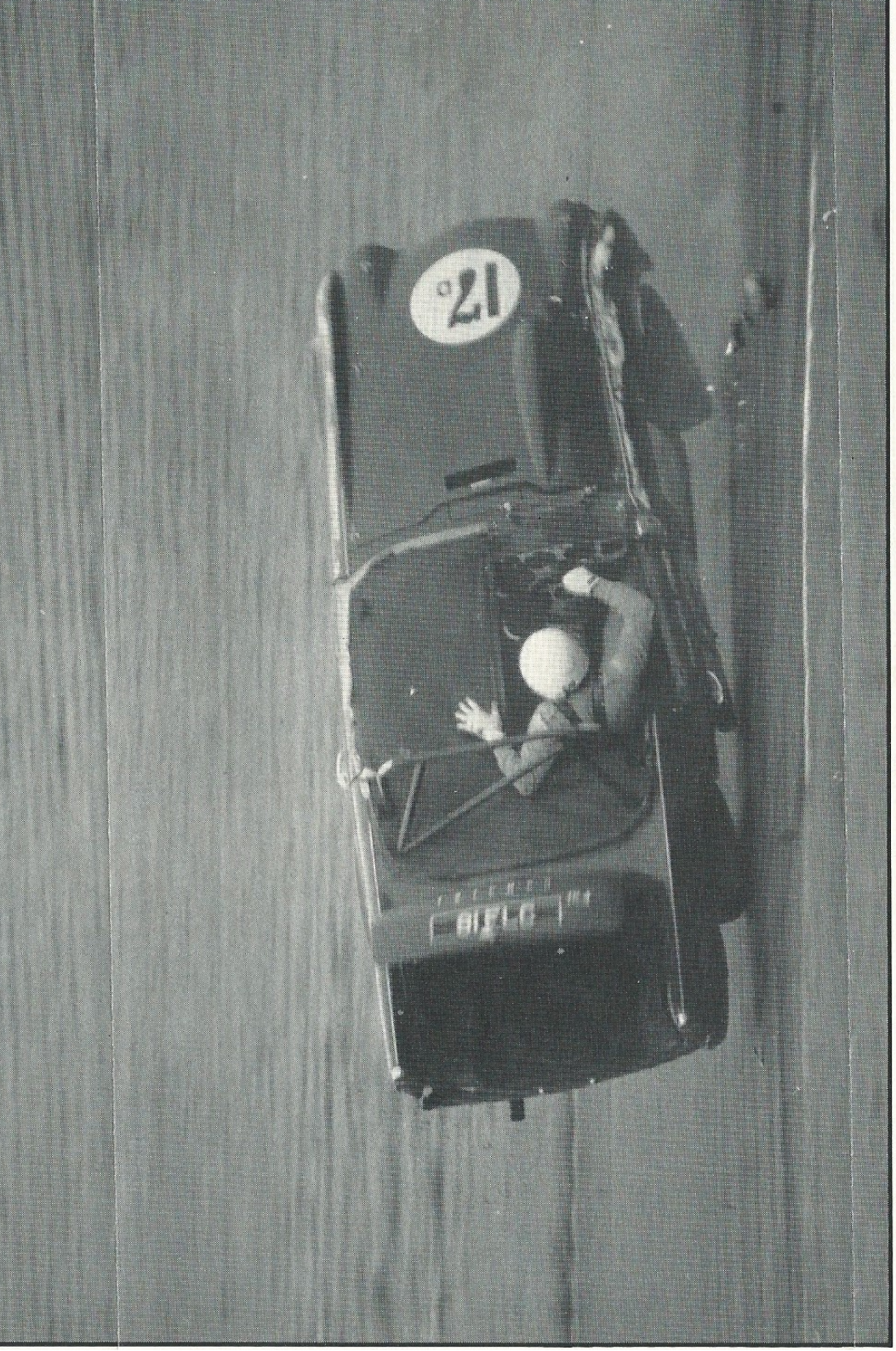
Bob Birdsall
jandbbirdsall@xtra.co.nz



New Top O' The South member, Nathan Jones



Cut-away 6 cyl Triumph engine on display - see P5



Action shot of the season — Kevin Ryder caught Michael O'Brien's TR4 as it rolled at the July Relay Race. Thanks to the roll over bar Michael escaped unscathed.