

TRansmission

Official Magazine of TR Register of NZ

#187 June 2021



Some hard yakka by some TOTS members



Check out those rears

TRAnsmiSSion

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FRONT COVER

**A Winter run - reflections in the
shiny shapely bonnet.**

Nice.....

*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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TRanSport

Well Folks, I'm back in the saddle (driver's seat?) again.

It has been both a long and short six months since I passed the reins to Frank Cleary and I take this opportunity to thank Frank and the rest of your Committee for allowing me a break.

Your Committee has done a sterling job, as always, in keeping the Register's business on track (I do hope I was missed!) and I apologise for any crankiness, interference or short-fall on my part while I was "away"!

One aspect of the Committee's role that has been highlighted over the past months is the need for succession planning. Due to separately arising circumstance, Steve Martin has needed to step down from his role as Vice President, which creates a gap going forward. Historically it has been the norm that the current VP would take up the role of President at the end of the President's 3 year term. In my case this is potentially due November 2022 - just over a year away.

As a Committee, we are now reviewing who might be best able to pick up the VP role in the short term and Presidents role subsequently. This role may or may not come from within the current Committee, nor need it be Auckland based. Let me know if YOU are interested. We are keen to expand the Committee members (and those that support the committee) outside of Auckland Centric Membership. The current ratio is 2/3 Auckland: 1/3 National. With the greater awareness of Teleconferencing over the last 18 month, communication is not an issue. We held regular ZOOM committee meetings during lock-downs and continue to do so with committee members that are "out of town".

The Register has its own ZOOM account and we have initiated and held the first National Group Leaders Meeting with some members of the Committee attending. These (3-4 monthly) meetings allow a forum for further Group Leader input in to the way we run the Register. The Group Leaders also have the ability to use the ZOOM meeting capability for virtual Group meetings as required.

Here's hoping to meet you via ZOOM or in person again soon.

Ian H. President

EDITORIAL TEAM

TALK

A warm welcome to TRansmission, mid-Winter edition.

Despite the season, the groups around the country seem to have been busy with many runs reported on in this magazine. Great to see the level of activity and fellowship being enjoyed by the TR team around NZ at this time of year.



There's also been a bit going on in workshops and garages nationally, so hopefully we can all get some inspiration from the reports kindly shared by members about their projects. As always, thanks to those who have taken the time and trouble to share some photos and words. That's what makes this magazine - our job is just to pull it together.

There are two "Nationals" components to this edition. On Pages 22 and 23 there's a lot of very useful information about what members who attend will enjoy and it sounds superb. If you agree and want to be there, the registration form that came with the magazine needs completed and sent in. Don't delay.

We look forward to your responses to the "quiz" on Page 21. Maybe other members have old photos of members and cars that we could use in future editions to test the memories.....

Keep safe and warm. Or out in your TRs.....

Stephen, Trevor, & Brian

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



Top O' The South

THE TOP O' THE SOUTH REPORT

It has been a quiet quarter in the Top O' The South, with motoring giving way to maintenance and repairs. We trust others have been on the road making the most of mild autumn days.

ENGINE OUT - AND BACK IN AGAIN (Bill's TR3A)

Particularly guilty of much inactivity is a certain Group Leader who's been awaiting the re-build of his TR3A engine. What should have been a relatively straight forward undertaking, with a projected completion date of around early / mid April, morphed into a drawn out affair. Freight delays, shoddily made Chinese parts of dubious quality, and a less than helpful response from Moss U.S.A. all impacted negatively and proceeded to frustrate.

Amid the gloom, a ray of sunshine – the rebuilt engine was delivered to me late June. It looks resplendent in its gleaming paintwork.

From a cursory glance, Precision Regrinds and Auto Parts Ltd, have carried out an impressive transformation, their attention to the most minute of details noteworthy. And they ventured beyond expectation, engaging in drawn out discussions with Moss, attempting on my behalf, to resolve the matter of shoddy and ill fitting parts.

The engine's now installed, and sits in the car sporting its new head, new valve assembly, new liners, new pistons, rings, rods & big end bearings, re-ground camshaft and new camshaft bushes, new timing chain, timing chain gear and sprocket, resurfaced flywheel, new crankshaft,- machined for new rear main lip-seal,- rebuilt oil pump, new gearbox mount and engine mounts, new thermostat and water temp sender. There remains some final setting up, tuning, and road testing, to be taken care of. But the highway beckons. Anticipation's running rampant, and in my imagination there's the waft of petrol fumes.

And yes, the cost was substantial, but as long as Avril keeps shouting the coffee I should be o.k.



ENGINE OUT - AND BACK IN AGAIN (Leon's TR4)

My engine removal hadn't gone unnoticed. As if spurred on by the lure of a challenge, Leon whipped out the engine of his TR4. It too received a good amount of attention and is now back in its rightful place. And for our benefit, Varley's been out on-the-spot reporter, revealing below with an impressive understanding of automotive knowledge, exactly what young Leon got up to.

"The saga of too many oil leaks. After four years of running around the motor was running good but we decided to deal with the oil leaks.

Motor and gearbox was pulled out of the car in our son-in-law's garage in Nelson.

All gaskets and seals we bought a couple of months before from Moss Motors in the U.K.. The fuel pump repair kit and the flexible hose in the oil pressure gauge line we could only source from Rimmer Bros. That got lost in the mail. They resent the order and at present it has arrived yesterday in Auckland. In the interim we bought a complete new fuel pump on Trademe from Hawkswood Classic Car Parts in Auckland only to get an email saying their stock count was wrong. That was 31st May. We are still waiting for it.



Back to the car, the big end and main bearings were checked and were in very good condition. New oil pump and timing chain fitted. Gearbox and overdrive dismantled and reassembled complete with new gaskets and seals. New linings fitted to the existing clutchplate. Because the motor was running okay and the compressions were all at about 165 p.s.i. the cylinder head was not removed. Starter motor and generator overhauled by an auto electrician. The starter motor apparently had the wrong brushes in it.

All reassembled back in the car a quick test drive round the block that night. Next day drove her home to Blenheim. Since then Leon has readjusted the clutch and altered the position of the top grill support bars, readjusted the headlights and has now fitted the chrome headlight rings which were not with the car when purchased.

All going well we will see you all at the Nationals in Cambridge.

Leon and Varley Broadbridge"

THE HARREY BOYS AND THEIR TR7's

Our Top O' The South mate Jon tells an interesting tale. It's of young brother Dave, already restoring a TR2, succumbing to the spell of the TR7. And so the search for a TR7 began. As told to me by Jon, here's his take on what happened. It's an entertaining story. It ends in triumph.

"During the recent Nationals held in Nelson local member Jon Harrey loaned his Brooklands Green TR7 FHC to his younger brother Dave from Wellington. Dave is in the middle of a full restoration of a TR2, formerly a Nelson car owned by the late Bruce Higgs, but was keen to participate in the Nationals and after tour in a TR. Jon, being the



fortunate owner of both a FHC and a DHC TR7, was very happy to see both vehicles getting a good run. After a day or two driving the TR7 Dave confessed to having grown quite an attachment to the sharp handling little TR and started making noises about maybe looking for one. Again, big brother came to the rescue stating that he happened to know of one that was extremely tidy and had been in the same ownership for nearly 30 years, and was very conveniently located in a garage in home town Wakefield. As soon as the two brothers were back from the after tour a visit was arranged to view the car and shortly thereafter a deal was struck, new wof and rego obtained, and the car driven back home to Wellington where it is now regularly driven.”

COMING ATTRACTIONS

Following our period of maintenance and repairs we anticipate smooth roads ahead. Already we are eyeing a couple of fixtures. On August 22nd there will be a charity car show in Blenheim. And in Nelson on the same day, a fun car rally and park-up. These events are being staged by the VCC in its nationwide support of the Cancer Society. They present a great opportunity to venture out in our Triumphs and support a worthwhile cause.

And during Fathers' Day weekend the Classic Fighters Air Show will take to Marlborough skies. It will be supported by a line-up of 40 classic vehicles, manufactured pre 1975. Leon and I will be there, the Triumph flag aloft, enticed by the promise of two free passes issued to each display car. I'll have the company of friends Peter Mitchell in his Triumph Saloon, and Ian Johansen (of Precision Regrinds fame, my engine rebuilder) in his TR2. Neither are Register members, but they're good Triumph mates.

We figure another combined Canterbury & Top O' The South group outing must be overdue. Thinking caps on. A route and destination of interest, some clear and settled winter weather, and another story for TRansmission.

Cheers from the Top O' The South

Bill

Bay of Plenty Travellers

A change of venue for our 'Breakfast Run' was decided at our April pub night resulting in a short but satisfying run in May, with a good turn-out, over a dozen Triumphs glinting in the sunshine on a perfect day.

The Classic Flyers Museum Cafe, located at Tauranga Airport provided a good breakfast to start our run, with plenty of time to chat and catch up. Fully nourished we then set off on a devious route, lead by Duncan and Janine to end at Graeme Thrupp's property in Oropi to view his brilliant collection of Cadillac cars housed in, well, not really a garage as such, more a hall or small museum, which, apart from the immaculate cars themselves, is full of memorabilia, photos, models etc.

To complete the 50's era environment, a full size red & white cafe is set up [like the film set in the movie 'Grease'], with the food & drinks of the day, and price lists to suit on display.

We were made very welcome by Graeme & his wife, and they took individual photos of our Triumphs, each with the driver standing by.

With the good venues, great weather, number of cars, a few new faces, and a viewing of Owen & Jan Smith's newly acquired TR6, it turned out a very enjoyable and interesting day.

Thank you Duncan & Janine.

We are all looking forward to the next trip in July.

Cheers

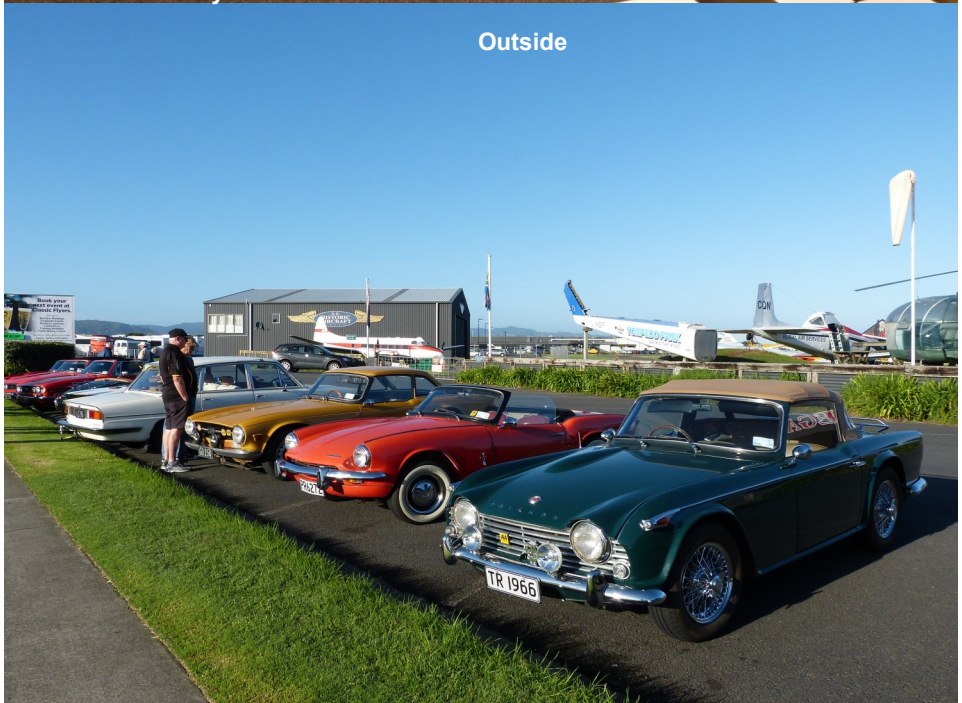
Michael





Inside

The Classic Flyers Museum Cafe



Outside



Deep South Group

Winter has finally arrived. While I am sitting writing this column, it is cold and raining outside with a forecast of more rain, hail and the possibility of snow down to low levels. Welcome to the real Winter.

We certainly have been lucky up to this point, the Autumn and early Winter have been one out of the box.

Our annual Change of Seasons Run was a bit late this year so we renamed it the Early Winter Run which turned out to be more a late Autumn run as the weather was perfect and many of the areas we travelled through still had plenty of Autumn colours on the trees.

When we set up this run we decided to support as many of the small towns as we could in the course of the weekend. Beaumont Pub rose to the occasion and set the tone for the whole weekend with a good cup of coffee and locally freshly baked muffins. Here the Dunedin crew met up with our Central Otago and South Otago members. It was great to have Kathy and Rodney Martin join us. Kathy and Rodney are Deep South TR6 members from Gore and this was their first run with the Deep South Group.

The group was a bit surprised when Pete and Lauren turned up in their modern Hyundai car. It wasn't long before we managed to extract a confession as to why this happened. Evidently some one (!) had parked their other car in front of the garage where the TR6 was kept and then misplaced the keys to enable them to shift it to get the TR out. They did not have enough time to hunt around and find them, so consequently the modern set of wheels.

Thanks to Mark Borrie who has provided a more detailed report on the run, which follows after my section.

Another great run through the Southern half of the South Island and we certainly noticed the lack of tourists as we had the roads almost to ourselves and there was a definite reduction in camper vans. Just the way we like it.

The next event on the TR calendar here in the south is the annual Autospectacular. A display of all things motoring here in the Southern half of NZ. This year the organisers have asked us to mount a display to celebrate a significant anniversary for Triumph which includes 90 years since the launch of the Triumph Super 9 and 40 years of the Triumph Acclaim, the last vehicle to wear the Triumph badge. For TR fans, the Deep South Group will be focusing on celebrating the 60th anniversary of the Triumph TR4 – the first of the Michelotti-designed TRs. As a consequence of all this, we are trying to find as many Triumph cars as we can.

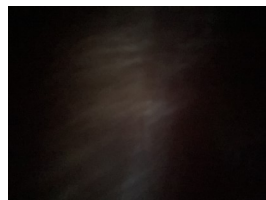
You never know, we may even convert some ordinary Triumph owners over to TRs!

From the Deep South members, have a great Winter and roll on Spring.

Jane and Trevor

PS Pete Watkins has since provided this photo.

It's a shot of his TR6 in the dark garage, unable to be removed. Both the TR6 and Pete were apparently not happy.....



Early Winter Run

A patchy weather forecast did not deter two contingents of cars from Dunedin and Central starting out first thing Saturday morning. Trevor, Mark and Tussock (the Border Collie) brushed aside the forecast of showers and started the day with the top down. Everyone else decided to be more prudent and see how the day would pan out.

Both groups headed to Beaumont Hotel, which had opened especially for us, for morning tea.

After our usual leisurely break we headed off with the first set of instructions. It was off inland to Ettrick. We then headed south towards Moa Flat, taking in some wonderful hill roads while making our way to West Otago. We drove around Heriot, past Kelso and then back into Tapanui from the west.





Lunch had been booked at illy's Cafe. Again a chance to catch up with everyone over wonderful food, and some more coffee. After group photos and a few more tops coming down we headed off southwards towards the main road. We headed along the main road to Pukerau and headed south again through more rural roads, past Mataura and down to Edenvale.

After rejoining the main road at Kennington it was a quick ride into our accommodation at the Bella Vista in Invercargill. Plenty of time for a quick dash to the shops (and a K-Mart fix for some), a walk for Tussock and some pre dinner refreshments.

The dinner shuttle arrived promptly at 6 and we were off for more food and catching up at the Saucy Chef.

Sunday dawned fine and frosty despite forecasts of showers. We headed off at a civilised hour heading west and then north towards Lumsden. At Lumsden It was back towards the coast to Mandeville for lunch at the Moth.

Mark Borrie

All TR enthusiasts must read!

The April edition of the Classic and Sports Car Magazine has two articles of particular interest to all dedicated TR fans. The first article headed:

A WORK HORSE

In the rough with the most original of all the factory TR4s, 3VC once lost in America in its retirement and later unearthed in error.

The article covers how the original Triumph TR4, 3VC was discovered and restored by Neil Revington.

The other article:

TRUSTED and TESTED

The view from inside Triumph's vaunted competition department, courtesy of its former long time boss.

This article covers the 28 tumultuous years Triumph boasted a works competition department not only entering cars in rallies, but in long distance races too when they campaigned cars as different as the original TR2 to the 300bhp TR7 V8, and the Standard Eight to the Triumph 2.5PI

It's well worth getting hold of a copy of the magazine and reading about some of Triumph's fascinating past history.



Hawkes Bay Happenings...

Our April run was to Norsewood which is one of those places on SH2 that you pass on your way south but never stop at. So for once we should make it the focus of our Sunday drive.



Main Street, Norsewood

On the 11th of April we met at Silky Oak café for a coffee – 7 cars left on a sunny, warm morning heading down SH50, Gary Parker & Joyce TR2, Paul Miller & Barbara TR3a, Colin Grant TR4, Paul Stichbury TR4a, Steve & Maree Bevan TR6, Ian MacPherson & Elizabeth TR7 and Joy & I TR2. At Maraekakaho we were joined by John & Jenny Palmer TR3a.

A lovely drive on this country road with very little traffic, sidescreens topless, with quite a strong westerly wind blowing. Ahead we could see ominous clouds spreading off the ranges, but being positive folk we kept the forecast rain at bay until about 1km before Norsewood when we had a very light shower. We arrived at our destination and parked in the main street and wandered around the various points of historical interest.

Norsewood was settled by Scandanvians from Denmark in 1872 where they had to clear thick bush before they could build some basic shelter for their families. Many thought they had been duped by the Government by what it told them they were coming across the world for. The town was eventually constructed and the men were employed on railway and road construction before logging started and sawmills were built. A large fire in 1888 all but destroyed the town but the settlers rebuilt and the bonus was that the fire also cleared a large area of the bush so the town blossomed. Norsewood still retains its Scandanavian heritage and holds a celebration each year.



Spot the Trolls - lunchtime



Gift from Norwegian Govt- 1972

As I was thinking to plan a few outings during the cool winter months I looked at our members demographics and decided that maybe a midweek lunch could cover our runs and Club Night all in one. So we planned a lunch at the Puketapu Pub

which is over the western hills from Napier. A warm but rather windy May Thursday, 7 cars arrived at the Pub and we all enjoyed a jovial meal. I think some learned that if you park your car with hood down near trees in the autumn when it is very windy, it is a good to have a tonneau cover on!

So overall a success for this combined winter gathering especially not having to go out on a cold winter's night. Wednesday June 23rd we held our

Winter Solstice lunch outing at Hygge Café in Clifton. What a wonderful turnout of members, some who we hadn't seen for a while, making up a very enthusiastic number of 22. A rather cool and windy day but dry so a good number of TRs even some with hoods down – very hardy souls. Lots of catch-up chatter with some lovely food and the odd beverage to wash it all down.

As I write this we are experiencing the wintry blast sweeping up the country with snow on the hills to the north and a temperature of only 8 degrees after a few balmy days of 17 – 20 degrees. Almost too cold to work in the garage.

I had a phone call from an American who is living in Central Hawke's Bay and had just landed his TR6 so is keen to join our number. He had bought the car in London a few years ago and from the photo it looks very smart. We hope to meet Ron and his car in future months – initial introduction to **Ron's TR6 in photo below**.

We hope you all keep warm over these next few coldest months and look forward to getting out and about in your TRs again in the spring.

Happy TR maintenance time

Graeme & Joy



Waikato Wanderings



Mid-winter Christmas Run....

23rd May, not quite mid-Winters Christmas but we thought close enough to celebrate this occasion by gathering at the beach, yes, I said the beach, for a lunch and wander along the shore. Most would probably prefer to head indoors to a burning fire in a palatial lounge complete with mulled wine and all the trimmings, not us, we decided to head to the beach in our open top classic cars.

A fine turn out gathered at our usual haunt, Victoria Square in Cambridge, grabbed a coffee from the closest café and headed off on what was to be quite an exhilarating day what with a King tide on the cards and the hugest full moon predicted for the evening, we were keen to see what effect that had on the waves and, where we could find a wonderful lunch.

Waihi Beach RSA was to be our lunch destination but before arriving we had the pleasure of an interesting rural drive through the backroads to Waihi. We did not get wet so big tick although one of our members experienced dashboard problems, i.e., a screw came lose and it started to wander freely from its foundation, eek, not ideal, so they decided to turn back for home while the going was good.

I also remember finding another TR parked up on the roadside with another problem, this time something about 3 cylinders running well while the 4th not so good, oh dear, the joys and thrill of TR driving. The later couple decided after all those 3 cylinders were better than 2 and continued the journey, we are a hardy bunch we Waikato Wanderers.

The RSA delivered a most excellent spread complete with fish portions and lashings of chips, dessert slices if you could find them, Kay did, on the bar it seems, and a fabulous vista overlooking the wild ocean below. I had never seen the waves like that at this beach, we had to venture closer for a look, after all you don't travel all that way and not get to walk in the sand.

We sort of got to the sand, there was a ribbon of beach left and gigantic waves sweeping in so a walk along the beach was not safe. However a sit to watch and take in the king-tide approaching was cool. Quite a few of the locals had gathered to watch the spectacle unfold, sandbags were in place to protect the surf club and an appropriate gale blew.

We got to enjoy and experience all the above because we made the decision to gather for an almost mid-winter run to the beach, one of the gems of owning a TR.

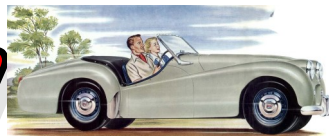
Happy Motoring
The Waikato Wandering Team.

Diane and Peter Parker

Dressed in the best Winter fashions, right, for the (mainly) tops down mid-Winter Christmas run, below.



Canterbury Tales...



Seems only a month ago I wrote the last newsletter, boy don't they come round quick! Well the TR-oupers have been very active, as usual. We have travelled from one side of Canterbury to the other, we have even been all the way to the other side of the world, well Christchurch any way, for our London to Brighton run, loads of interesting restaurants and coffee shops and lots of scrummy meals. Thanks to everybody who turned up as it would be very sad turning up with no one there!

So briefly this is what we got up to?

Mike's "No idea where I'm going Run"

I think it worked out ok my "No idea where we were going run", a familiar group of TR-oupers turned up at the VCC grounds at Cutler Park and after supping some coffee to build up the energy, we left on the scenic drive around some interesting lanes, some of which you hadn't driven before, and some missing them all together!, ending up at the Waimak Classic cars collection followed by a nice lunch at the Better Half Cafe was a real bonus, enjoyed by all.



"Bailies bar"

Well over 35 hungry TR-oupers, attended The Bealey Speights Ale house in Bealey Ave Christchurch on Wednesday night, and they did us proud, considering the size of the group, everyone was served quickly and on time and with Guinness on tap it made it a great evening.

Lunch at the "French Farm Winery"

So, meeting at the New World Halswell, 11 TR-oupers and a Mustang turned up, and we all enjoyed a grand ride to the French Farm Winery in Duvauchelles, (thank you



Suzanne for keeping a respectable distance behind in the Mustang!) stopping at Little River for coffee and cake and then over the summit road down into Duvauchelles, the directions supplied by Glenn were faultless (well sort of, a couple did end up in Akaroa!) The venue and location was second to none - and the food!, well, enjoyable just not much of it, still, there's always KFC on the way home!

Evening Meal “Pocket Full Of Spice”

And what a night this was, 25 hungry TR-oupers turned up, most of them ordering the banquet set meal, the food, as always, was exceptional - how do they serve it so quickly? ! I know it was a long way out for some of you and pretty close for others (us), but I hope it was worth it, I promise this month it's more in the middle.

Evening Meal at the “Good Home” Wigram

We'll the TR-oupers travelled all the way to the other side of town for our monthly meal. this time it was at the Good Home restaurant and bar in Wigram, a good turn out with 19 hungry TR-oupers emptying the larder and drinking them dry, well almost.



London to Brighton run

The weather did look a little "Iffy" on Sunday morning, our top was down nevertheless, 15 cars and 25 TR-oupers appeared out of the woodwork, met dutifully at the New World Car park in Stanmore Street, and after putting the world to rights, over a cup of Coffee, we all headed out, some of you even following the directions we had spent hours on!! But some didn't, (did they Bob), on to Lyttleton via Evans pass and what a sight, felt like we were actually flying over the clouds to London! A stop in London Street Lyttleton, to browse around the shops and "Aul Gawd Blighy me" fish and chips and coffee shops then on to Brighton, the ride around the bays was a little foggy, the ride was up to the Sign of the Kiwi was a little stop and start, but eventually ending up in Sunny Brighton. It was a grand day out and I hope you all enjoyed the delicious and well-priced lunch in our very own marquee at the Beach Cafe.

And to finish off, who can remember some of these in the article below - I seem to remember all of them.

That's all folks

Mike & Carole Lester

The Good Old Days.

Back in the days of tanners and bobs,
When Mothers had patience and Fathers had jobs.
When football team families wore hand me down shoes,
And T.V gave only two channels to choose.
Back in the days of three penny bits,
when schools employed nurses to search for your nits.
When snowballs were harmless; ice slides were permitted
and all of your jumpers were warm and hand knitted.
Back in the days of hot ginger beers,
when children remained so for more than six years.
When children respected what older folks said,
and pot was a thing you kept under your bed.
Back in the days of Listen with Mother,
when neighbours were friendly and talked to each other.
When cars were so rare you could play in the street.
When Doctors made house calls and Police walked the beat.

Back in the days of Milligan's Goons,
when butter was butter and songs all had tunes.
It was dumplings for dinner and trifle for tea,
and your annual break was a day by the sea.
Back in the days of Dixon's Dock Green,
Crackerjack pens and Lyons ice cream.
When children could freely wear National Health glasses,
and teachers all stood at the FRONT of their classes.
Back in the days of rocking and reeling,
when mobiles were things that you hung from the ceiling.
When woodwork and pottery got taught in schools,
and everyone dreamed of a win on the pools.
Back in the days when I was a lad,
I can't help but smile for the fun that I had.
Hopscotch and roller skates; snowballs to lob.
Back in the days of tanners and bobs.

Blast from the Past...

Do you recognise these guys? Let us know.

The two gentlemen “crooners” are both still in the Register and have been mates for a good long time now, and in the car line up, three of the drivers are still in the Register, as are three of the cars, but possibly/probably all five.

Location: Taupo TR National Weekend, 13/14 March 1993

They raced during the day, and sang at night (well on that occasion anyway). The song - Hang Down your head Tom Dooley. (An oldie even in the 90s!!)

I see that these guys thought that white shoes were fashionable long before Hayley Holt (TVOne Sports News) made them so again.

No prizes for getting this right - just a little glory.

Send your suggestions/answers/rude or witty remarks to editor@trregister.co.nz and we'll share them in the next edition.





**TR REGISTER NZ Inc. NATIONAL WEEKEND
CAMBRIDGE
Thursday 3rd March – Sunday 6th March.
Waipa – Home of Champions**

How are you all getting on with your sporting costume ideas, there is no lack of ideas out there so get those sewing machines whirring, shake the dust off your old sporting clothes or head along to the local costume hire place because the time is ticking, and Saturday night is approaching fast. The motels are filling, there is the feeling of anticipation amongst the Waikato Wanderings crew as we gather for regular meetings to discuss the delights on offer to our guests for the National weekend 2022.

Plans are afoot, venues have been booked, menus approved and driving roads tested to ensure your weekend is one of relaxation and delights in discovering the many hidden gems the Waipa region has to offer. We plan to lead you through to garden venues, up on mountain ridges and through our beautiful landscapes.

This region is not named Waipa-The Home of Champions for nothing, cyclists in their finery are a regular feature in the town and on the surrounding roads, we also have the Avantidrome, 2x bowling clubs, super-fast racetrack and cricket club to only name a few of the sporting venues available. Oh yes, remember to pack your togs, Cambridge has just opened its brand new swimming complex, Cambridge Swimming Pool. Just up the road there is the Avantidrome, is a must do, even if you cannot quite manage to fit your cycle into the TR while packing, you can still zip out there for a looksee and while there, sit back and relax in the The Bikery Café where you can sit to watch the world go by.

To summarise then, you will need space in your TR for your togs, bike, glad rags, sports costume, canoe, racing silks, lycra, riding helmet, polo mallet, gloves, sense of adventure, holiday feeling and a readiness for some good old-fashioned comradery with your fellow TR enthusiasts. Do not worry about room for the shopping, I am sure you can squeeze that in without any problem.

Check out www.cambridge.co.nz for an overview of what Waipa has to offer you.

The Weekend Programme and a summary are below, please note the Registration form is on a separate sheet in this issue. Registration is not complete until we have received your completed Registration form and payment. Cut-off date for these is **1st November 2021**.

We would really appreciate receiving your registrations well before this date though. Once you have registered your email address will be added to our data base and we will continue to update you with information as required.

THE NATIONAL WEEKEND PROGRAMME THURSDAY 3RD March

Meet and Greet Registration 5pm – 7pm
Cambridge Town Hall
Dinner at own expenses in one of Cambridge's many restaurants
Recommendations to be advised.

Friday 4th March

Concours and TR Public Display 9 am-12pm
Victoria Park – Cambridge
Morning – free time to explore Cambridge town
Lunch at own cost
Afternoon – Choice of short driving tours to various destinations
Evening – Woodside Estate dinner – cost included in registration.

Saturday 5th March

Morning/ Afternoon – Driving Tour with lunch provided – cost included in registration.
Evening – Dinner and Award Presentation
Dress Theme – Sporting Attire
Sir Don Rowland Centre, Lake Karapiro
Transport will be provided, costs included in registration

Sunday 6th March

Morning – Forum and Lunch – costs included in registration.
Venue to be advised.

After Tour 6th March – 10th March

This tour will transport you from the black sands of the West Coast to the Golden sands of the East coast.
Further details will be provided following your registration of interest.

City of Sails Area Report

Another quarter navigated and posted to the history files, and for some of us a busy one at that. Pub Nights, Car Shows, Runs, and time spent on repairs and maintenance, all just a part of owning a Triumph Roadster.

For we Auckland Group members the first chance to get together was Tuesday 6th at The Good Home, and the conversations flowed. Those that didn't make it to Nelson heard all about the highs and lows (few), the journeys to and from.



The Whiskey Room, a regular central location for the Auckland Group!

The following weekend a few of us braved the overcast skies to raise the flag at the Brit & Euro Classic Car Show, where with the help of a couple of other clubs we were able to offer cars from 1956 - 1982. (Thanks Richard Wooster) The variety of cars on show at this Free to the Public event is amazing, with all the cars we knew as scruffy young boys and girls

represented, and some many years older than us as well. From Alfa Romeo and Alvis thru Daimler, Ford, Jaguar, Mercedes, Peugeot and Porsche, Standard, Triumph, Vauxhall and VW, there was a car to suit every taste and wallet!

Matching 7's in Coupe & Roadster, a brace of 6's, 4A and a 3, white the dominant colour. Oh, and by this time the clouds in a typical Auckland manner had all but blown away.

To me one of the most spectacular sights, a row of E Type Jaguars, a dozen or so celebrating a significant occasion which was unfortunately lost on me! There was a special section set up for 'Brit & Euro Revival' filled with race cars, home built specials, and one off creations. Among them the lovely 1955 TR2 of restorer Shane Taylor, 15th owner of this NZ New roadster he rebuilt over 14 years in the style of the famous 1954 Macau Grand Prix Winning car # 5, with the streamlined cockpit cover, a rare sight indeed.





Murray Booth quite taken with this beauty, "Whadda Ya Think Muz?"



"I don't think you'll fit Steve, but I might!"

Thousands visited the show on the day, including recent member and TR6 restorer Brian Sadgrove, who just so happened to join us as we were talking to a particular gent from Tauranga who was telling us about the TR6 he had purchased, rego TEEAH6. The very car Brian had restored. Outstanding! We left them to chat together, Very Cool.

I could fill these pages with photos of the Beautiful cars, but this isn't about them, eh!

May brought with it a Dinner with partners at the Famous in Westhaven "Swashbucklers, Seafood Restaurant", a well attended evening of some 26 members spread over three tables. My Apologies to all for the mix up with 'One Bill Per Table' I'll do better next time, LOL! Great Food, Great Company, a Great Night Out (says me) and

our Treasurer, whose wife unfortunately was stuck in Melbourne courtesy of our old mate Covid-19.

May also brought with it a run through the South of Auckland and down into North Waikato, organised by Dennis Greenman. His story included elsewhere in the magazine.

Why is it that life will often get in the way of life if you see what I mean! While away in Nelson at the Wonderful National Weekend, Linda and I not only sold our home of 6.5 years, we bought a new home the next day (where is this going?), let me explain 14th of May we were to have moved out and in, however the Council postponed final inspection for 5 weeks! We were out in the cold, most everything we owned in storage, us in a rather small Air BnB, and Little Bluey (my TR6) in cold storage awaiting organising of our much smaller garage once it's ready to move aarrggggghhh. We missed Dennis's Run, and copious other opportunities to enjoy Auckland's fickle weather. As this goes to print I am knee deep in boxes, creating spaces and a list of potential cast offs, (read TR parts) wish me luck!



Looking good (as the Michelottis do) and ready to go!

June and once again we trooped down to the The Good Home in Mount Eden for our catchup, with the Hard Core. A smaller group but enthusiastic as usual, just one of whom turned up in his TR and with the furthest distance to drive, Good On Ya Bruce Stuart, those Scots are made of sterner stuff for sure.

The rest of June in the Auckland Region has been cold & wet for the most part, so I've got a couple of bits from the World Wide Web - firstly a piece I read on a site regarding one of the Triumph plants which I found enlightening to say the least.

A huge number of TR6s

When I was there I remember there being a huge number of cars round the factory, it was TR6s mostly. There'd been some sort of slowdown in the States, that's where TR6s used to go and they'd not been selling well – there was miles and miles, as far as you could see! When I was there I heard a story of a chap who drove a TR6 off the end of the production line to the parking area, and of course it was done at top speed wherever you went. And when he got to the parking area he discovered they hadn't put the brake fluid in, so he ploughed into about a dozen brand new TR6s. I was only there for about nine months in 1973! (Author Unknown)

Accidents Can Happen

This gent in the USA, having spent a number of years restoring his TR6 was taken

out by a chap driving a typically American oversized truck (Big Ute), his pride and joy not so pretty!

I would think he was fortunate to be on the other side of the car however, it just goes to reinforce how careful we need to be with so many Large Utes making it on to our roads.

Now let's Be Careful out there.

Looking forward to having my 6 home (a couple of little jobs required, for a change ... lol) and to being out n about with the Hard Core, and also to get the Magazine and find out how the other Caretakers of these fine Brit Roadsters have been enjoying the time.

It's Never Far, In A TR

Steve Martin



Auckland Autumn Run.

Five cars assembled at Southgate Carpark on Sunday 16th May for a run into the country side. The assembled group comprised of the TR 6's of Bill & Rose, Murray & Stephanie, Dennis & Anne, the TR4A of Bruce and Anne, and Grant and Jacque in one of Grant's fleet his Plan B Porsche Boxer with push button roof. Wouldn't we all love this feature!

Bill quipped that Grant's TR6 had broken down again and half of the in coming indent order from Moss and Rimmers were for Grant to fix his car.

Nevertheless I was pleased with the turn out on a chilly but fine day, and we headed out about 10.00am for Woodlands Historic House and Café and Gordonton.



The route took us up the Hunua Gorge and up through the Hunua Township where a couple of older cars (2 Morris 8's and an old 39 Ford) pulled over to let us younger cars pass. Nice to see them out on a run too. We carried on out through Paparimu Rd and Lyons to the old State Highway 2.

Passing the old Castle Tea Room and Sweet Shoppe,

this brought many memories of days gone by when this was a major part of any journey down this road.

Out on to New State Highway 2 to Kopuka Road and on to Coalmine Road. Down here for the greenies you can see the last remains of the bucket line that used to carry coal for the Mercer Power Station; and the open cast mine which feeds it.

The convoy of cars enjoyed the open deserted roads and with a couple of intersections under our belt we were on to Waiterimu Road and down past Lake Waikare.

It was about here we had a couple of interesting events. First being a number of local chicanes in the middle of the road (tree branches which required some braking and negotiation) and then when past these, I got a text that Murray had "lost all electrics".

Bill & Rose and I quickly turned round and drove a small way back to find the rest of the group sorting Murray and Stephanie's problem out. Thanks to Bruce and his Multi Meter and Grant with his skills, Murray's car was soon fixed and up and running. It never fails to surprise what tools us TR owners carry....

All gathered up and enjoying the Autumn colours around the lake we headed off for lunch and well needed pit stop.

The group enjoyed a good lunch and beverages before setting off.

Bill & Rose and Grant & Jacqui off to Cambridge for a delivery and Antique shopping, the rest of us up State highway 1 and home.

About 20minutes into the drive home we struck a little bit of drizzle. I switch my wiper just to clear the wind screen only to see the left-hand wiper Blade and holder disappear across two lanes of traffic. No going back for that...

It was on the passenger's side so no loss...Not what my wife was saying...

With the drizzle easing I pulled off at Hampton Downs to affect a repair and stop the sound of the noise coming from the left-hand side of the car.....

No further problems - we got home safely and a great day was had by all.

Dennis Greenman



Wellington Wafflings...

I have always maintained that Autumn is the best season in Wellington, as there tends to be less of the dreaded Northerly gale. So, when a lunch run was suggested for late May I immediately envisaged one of those crisp, calm days when, as we say, you can't beat Wellington.

What I was forgetting of course was that although May has less strong winds than most other months, there is always a reasonable chance of rain ... good thing then that TRs all have state of the art weather protection including not only a convertible top that keeps out most of the rain, but also electric windscreen wipers – so much better than the vacuum operated sort so Popular on Fords.

Not to beat about the bush, Sunday 30 May did turn out a bit showery. But Wellington members are a staunch lot and a good bunch of TRs made it to the start line at the Balaena Bay carpark. In addition to some of the usual suspects these included Dave Harrey's extremely tidy TR7 fhc which he found recently in Nelson. Completely immaculate really. ... oh, except for the wiper blade that required re-attaching before we moved off. Fortunately our technical experts were up to the challenge.

The group leader, disappointingly, came in a modern Ford (with electric wipers), pleading that his 3A's chassis was broken – an obvious lie, as TR chassis do not break.

Umbrellas furred, it was time to head off for a gentle drive around the bays of Wellington harbour. Visibility was less than optimal, but at least there were no cyclists getting in our way. The cycling plague grows worse every year in Wellington. I understand it is caused by climate change.

Leaving the harbour behind, it was then off through the wilds of Karori out to the West coast at Makara and then through rural backroads to the suburban hub of Johnsonville: there to find our lunch destination at ye olde Innkeeper, venue for many a convivial TR pub evening. The cuisine was just as I remembered, but more importantly, so was the company.

Johnsonville is a little known magnet for classic and collector cars, as demonstrated by the fact that the supermarket carpark opposite the pub contained an early 50s DB18 Daimler with particularly elegant drophead coupe bodywork. Just the thing for a little Sunday shopping trip. See photo to the right.

A day well spent.

Johnathan

Coming Events

Wellington group pub evenings are on the last Wednesday of each month. Local members will receive advice of the venue for the month by email. Or contact Jonathan on 021 124 7950.



**A good bunch of TRs made it to the start line
at the Balaena Bay carpark**



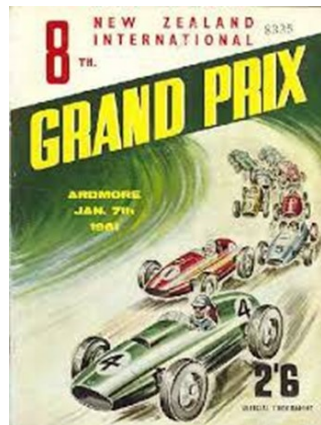
Just the thing for a little Sunday shopping trip



GRAND PRIX INSPIRED

TR₂ REBUILD

When I was nine I was taken to Ardmore to watch the 1961 NZ International Grand Prix. This was a time when NZ Motor Sport was at its most exciting. The meeting attracted some of the world's top drivers, including Jack Brabham, Bruce McLaren, Stirling Moss, Denny Hulme and Jim Clark. While this line up was outstanding for any racing enthusiast, for me the highlight was watching the Sports Car Race, because here was my Uncle (Dick Devereux) racing his red TR 2. As a young impressionable boy I greatly admired Dick for his lively passion for all sports, particularly anything that went fast! So to see him out on the track driving at great speed inspired me greatly.



Some 45 years later I was considering another restoration project having earlier tidied up a Mk 2 Jaguar. While trying to decide on the type of car, I remembered Dick on that memorable day at the Grand Prix and realised that I could capture the spirit of that time by restoring a TR 2, particularly one with a racing past.



After months of searching, I saw an advertisement for a red TR2 which had a racing history. I thought the car may have been Dick's but sadly that was not to be. None the less, I flew from Auckland to Christchurch to view the car. My first impression was that it was the quintessential "one hundred footer" - looked great at a distance but not too flash close up. A more careful inspection revealed some serious battle damage (I learnt more recently that the car had been rolled at a race meeting!) and considerable corrosion underneath. But on the plus side, what this car had for me, was loads of character. It had an extensive racing past, initially prepared for racing in 1989 and driven by Keith Cowan, and later owned and raced by Alistair McLennen. The car had regularly run on all the South

Island circuits and was also raced at Mansfield. My assessment of the car was that it was at a turning point. If left much longer it would have just become a collection of spare parts or with enough money and time spent, it could be returned to its former great status. Of course, I figured I was the man for that job, purchased the car and had it shipped to Auckland!





Alistair cornering hard but in full control

I had initially thought that installation of new door sills, floor pans and a few other bits and pieces and I would have the car back on the road within about 6 months. Then however I joined the TR Register Auckland Group and was subsequently invited to their monthly pub night. Here I met people, who, when it came to TR restorations, really knew their stuff - Frank Cleary and Kevin Tinkler for starters. They were extremely helpful and offered lots of good advice.

Two things that took me by surprise - first they said that most restorations of this kind normally took about 7 years to complete and second whatever I thought it would cost, I should multiply it by 3. (In the end, a factor of 10 might have been closer!)

Without further delay I got on with it. I took the car apart and off to the body shop it went. As work on the body got underway it soon became apparent, with the paint and bog removed, that the corrosion was more extensive than I had first thought. It was then decided that rather than just fixing the affected areas the car deserved a total rebuild. Work began simultaneously alongside Frank's unique TR 2. The rebuild progressed steadily and eventually the body and chassis were finished by R3 Fabrications to an excellent standard.

I was determined to take my TR to the Greymouth Nationals which was in about 5 months' time. I was unable to find anyone who could finish and paint the car within that timeframe, so I decided to undertake that work myself. Now in total control of the rate of progress I was able to proceed at a swift and cracking pace - working long days and nights. During this period my wife became the "Garage Widow", and progress was good and on time. Meanwhile I had the engine reconditioned by Taylor Automotive where the boss Tom took a keen interest in the rebuild and made a first class job.

In the nick of time, work was completed and the car finally ready to head south to Greymouth. An early start ensured beating the Auckland motorway traffic as we sped south. To my great delight, the car ran exceedingly well on the first stage to Wellington

and over the next few days to Greymouth.

After an eventful time at the Greymouth Nationals we headed again south on the After Tour with a new water pump and pulley. (Many thanks to Ken Pfeffer- but that's another story!)

After a splendid drive over the Haast Pass we eventually arrived in Cromwell. Here the organisers had successfully obtained approval for the TRs to run on the great Highlands Motorsport Park Racing Circuit .

During the rebuild, I had tried to tame down this ex-race car a bit however without much success, the car was still surprisingly quick. Out on the track my TR 2 felt at home, performing and handling exceptionally well. While enjoying this fabulous drive, I thought back to that special day at the 61 Grand Prix and am thankful for the inspiration and passion it had given me to take on and complete such a worthwhile project.

Malcolm Devereux

The TR today taking it easy in retirement



"Tech" bits and pieces

P I Engine Breathing

I read recently in an issue of "Practical Classics" an article on engine breathing in our PI cars. (A modification by enthusiasts in England and from the TSSC forum)

This item explained that the PI engines only breathed through the flame arrestor connected between the rocker cover and the air plenum which is on the upstream side of the injectors, throttle bodies and butterflies. At this point there is very little vacuum to expel crankcase gases and pressure.

In the carburetored cars the gases are sucked through the carbs or vacuum breather device and are more gas scavenging.

With this lack of breathing the PI cars can suffer more oil leaks from gaskets and seals due to the extra pressure.

In theory this held a lot of merit and in practicality this was an easy fix to try.

I purchased a neat breather/catch tank then set about making a plate which conveniently fits in place of the blanking plate under the Metering Unit.(used on the Carb cars for the mechanical fuel pump)

After cutting, shaping and drilling the fixing holes in a piece of 5mm plate I drilled a hole lower than centre (low enough to just clear the slot in the block and clear the No. 3 Metering unit outlet) which I taped 1/2in UNF to suit a brass tapered BSP 3/8in hose tail connection also rethreaded to 1/2in UNF (gave an extra couple of threads) which was thread sealed in place

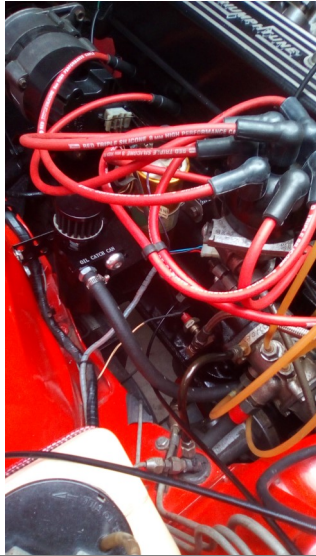
I made up a small bracket to attach the Breather/catch tank to the inner left wheel arch just above the engine mount. With a 15in x 3/8in oil resistant piece of pipe and 2 hose clamps I connected the plate and breather together.

A reasonably simple job. I have run the TR 6 with no change in performance and although there was minimal oil seepage prior to fitting this unit I have found that there is now no moisture around the sump gasket.

Version 2.

After running the car i found that there was minimal oil misting in the pipe between the block and the oil catch tank therefore was there a need for the catch tank ?. I have now made up a bracket, fixed to the rear bolt holding the coil, to hold the pipe and vent vertical up the side of the motor at rocker cover level. At this level any oil accumulation that may occur should run back into the block.

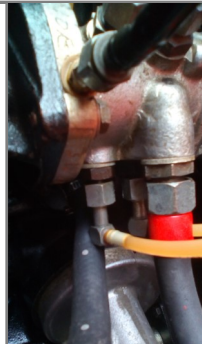
More Km's and still no leaks.



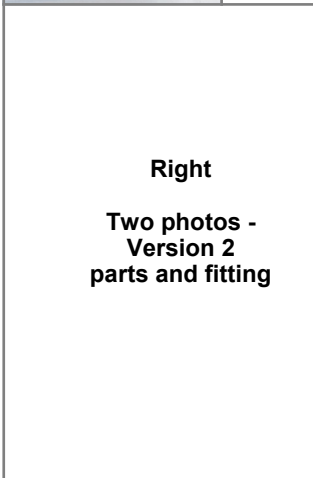
Above - Catch-can attachment from various angles



**Left
Position
to fit
hose tail
on plate**



**Left
Pipe exiting
under
metering
unit**



**Right
Two photos -
Version 2
parts and fitting**



The Registrar Reports...

At 4/2021:

TR2, Comm. No. TS65-O, engine no. TS69E, white, on TradeMe / Bains Classic Motor House Christchurch for \$79,999. Earliest recorded TR in New Zealand. Pix on file. See 8/2020. *With a focus on the export drive of the post WWII period, the design brief for the new Standard-Triumph sports car at the beginning of the 1950's was to produce a sports car for £500 capable of 100m.p.h. A production TR2 with optional streamlining attained a speed of over 124 mph on the closed Jabbeke motorway in Belgium in May 1953. The following March, TR2s took 1st, 2nd, and 5th places in the prestigious RAC Rally. This performance put the TR2 on par with the more expensive (and glamorous) Austin-Healey 100. Offered for sale is TS65, one of the earliest TR2s still in existence. According to the Vintage Triumph Register (<http://www.vtr.org>) TR2 "survivors list" of March 2020, only twenty-one earlier commission number cars remain – all in North America or the UK/Europe. The "birth certificate" extract from the production records gives a build date of Friday 30th October 1953. TS 65 'O' (optional overdrive fitted) had a body colour of pearl white (retained) with grey leather interior (replaced with black prior to the current owner's restoration) and has engine number TS 69E. It is unknown if TS65 was shipped CDK via South Africa or arrived fully built up from Australia, but it was first registered in Christchurch, New Zealand in 1954. The current owner purchased TS65 in December 1982, relocating the car to Sydney, NSW and later Perth, Western Australia in 1987 where it underwent extensive restoration to return TS65 to as near original as possible. TS65 was restored accurately by Prestige Restoration, later known as Newlans Coachbuilders in Perth W.A. The car comes complete with a restoration album and large file of invoices.*

TR6 comm. No. CP76512-O, engine no. CP76409HE, sapphire blue, not yet registered; recently imported by new member Brooke Richardson, Westown 4310, New Plymouth. 0212556706. *Bought the car in January 2020, from TRGB.*

TR5 commission number CP-675-O rego EB2222, ex Gary Rye, now with George Oliver, TaurangaPix on file.

TR6 1971 comm.no. CP53656, 71TR6, with new member Grant Miles, Redwood, Chch.

TR4A comm.no .CTC65022-L rego. TR4AOK, with new member Jonathon Foate, Redcliffs, Chch.

At 5/2021:

Brian Cannons Whangarei advised of three TR7s in Maungakaramaea as below:

TR7FH, 1977, commission number ACG18215, rego TRIMPH; on Register

TR7DH, 1981, comm. No. SATTPDAJ7AA408005, rego. PRETTY believed to be ex South Africa. New to Register.

TR7FH, 1978, comm. No. TO78658CG, rego. PK4136, converted to 4.2 litre Rover V8 with Holden Sunbird diff. New to Register

TR4A Comm. No. CTC60390, engine CT60462E; rego HM7613, confirmed with new member Bruce Noffke, Bayswater, 021790-836; Owned since 1978. No pix on file

Report via Ann Cleary of Nigel Howard of Mapua apparently owning two Triumphs, one possibly a TR6. Known to Bill Rogers, but nothing known of his current whereabouts or cars he owns.....

TR5 comm. No CP2506-O; rego. TR5; green; for sale TradeMe at \$98,000; (Conventry misspell on replica commission plate); withdrawn after one day...; pix on file; (owner Robert Giboney); Believed sold...

TR7DH Comm. No TPADJ7AT209968 rego KH6231 for sale on TradeMe \$22,000. See 8/2016.

We have owned this car for a number of years, and over that time I have done extensive work on the motor and bodywork. The car was re-sprayed by a previous owner and is in excellent order. Being one of the later models, it has the 5 speed gearbox which makes it into a very comfortable cruising car. Reluctantly, we now find that a change of circumstances has made this car surplus to our requirements, and the space is now needed for our next project. Please note, the distance is in miles.

At 6/2021:

TR7FHC rego. MHD439 on TradeMe for \$1400, not sold at \$1,690. ,turquoise. Pix on file

1980 Triumph Tr7 5 speed Manual Modern Grey Dash Board (Rego is on hold fist registered 14/4/1987 N.Z New) Car is solid no bog. Steel has to be welded in a couple of panels on bodywork needs to be immediately done the panels are rusted at the rear. also, passenger wheel arch. I believe it was painted about 11 years ago It has brand new seat covers, also Edrose sunroof 2 years ago there was a contractor cutting some braches one fell and hit the nose of the car I have a replacement section that can be welded into place from Rimmer Brothers UK also have spare doors to match its a shame the car was parked under a tarp since 2010 it was always stored in a barn in the past as I know the history of this classic apart from these repairs. no expense has been spared unfortunately the owner can not continue with the project due to health reasons the car does not start unsure when it was running I believe 2011 at a guess. sold as is where is the condition. He has collected most of the parts to make it into a TR7V8 should the new owner wish to transform it into a TR7V8 I can list a parts list for you please advise as parts are limited they are not part of this auction. these cars are now deemed classic 40-year old plus sports car increasing in value. what you put into it you will certainly get back registration for 12 months is only \$40(I know I have one myself with a TR7V8 conversion a lot of fun)

TR6 comm. no. CP52416-O rego. TR6RED on TradeMe at \$35,000. Pix on file
Vehicle is in good condition and could easily be brought up to original condition. Very usable and goes well. Has had a repaint and has been converted to Carburettor Injection System. Have spare parts to go with vehicle including original seats, Roll Bar, Hard Top. Overdrive currently not working, I haven't bothered to fix it.

TR6 comm.no. CF2948-U, rego PG6 again on TradeMe for \$55,000, (original listing March 2021 for \$49,000.

Kevin

Spare a Thought

The call for indent requests was almost overwhelming. By far the largest and highest value of any previous indent order. Additionally the Spares replenishment list was at its highest level ever, I suspect due to a lot of refurbishing rather than driving over the last wee while.

The upshot was a very large order placed on Moss in early June. The downside was the lack of available parts ex-Moss (75% vs 99% normally) due to significant supply chain disruptions they have experienced. To maximise the opportunity of fulfilling as much of the order as possible I placed an order with Rimmers for the parts Moss could not supply. After a lot of too-ing and fro-ing, both orders have now be closed off and been collected for shipping. Our shipping agent has been helpful in consolidating both orders in to one shipment to NZ. BUT...shipping times are all over the place and our typical 7-8 weeks shipment is now likely to be 12-14 weeks. This suggests your parts will not arrive in NZ until late September.

On-line spares purchasing.

It has been my mission to establish an e-commerce platform within the Website to enable spares to be purchased on-line. This has been a bit more complex than I imagined, ie a steep learning curve, but steady progress is being made. A platform has been chosen and we are in the middle of loading up the 500+ line items on to it and then cross checking each one for correctness. The sooner I get it going, the sooner I can pass spares handling over to Mike Tubbs!!

This month's special offer

I have been contacted a couple of time recently about availability of TR6 Hardtop fittings – particularly the “B” post tie-down brackets. All but the most complex part of the bracket assembly is available - but not much good if a complete set is not available.

On rummaging around in my box of tricks, I found a complete original bracket set and (long-story-short) have had 5 sets made in stainless steel (these can be painted or left as is.). All parts are stainless steel except the bolts, which are plated mild steel to prevent galling.

One set has been snapped up, so only 4 sets left at \$235 per set.

The Moss parts that are available would cost approx. \$185, plus shipping. There is no margin in this for me and I will cover my costs if I sell the 5 sets.



Ian.

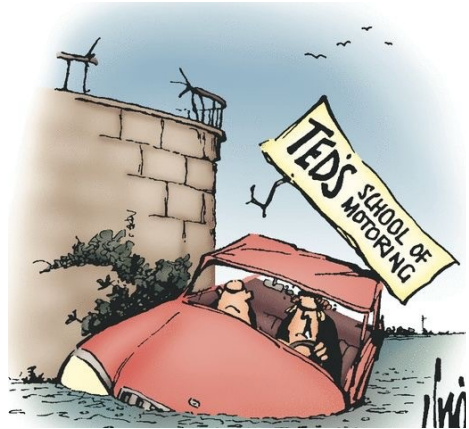
TR6 Hardtop "B" pillar bracket assembly - items included

Mos s Part #	Description	Qty (Reqd/ Sup- plied)	Ex Moss UK	Extn.
6253 11	BRACKET, roof to body side, LH (stainless Steel)	1	NLA	NLA
6253 12	BRACKET, roof to body side, RH (Stainless Steel)	1	NLA	NLA
6253 15	TIE BAR, roof bracket to body side (Stainless Steel)	2	£ 42.94	£ 85.88
6228 86	BOLT, mounting roof to tie bar (Mild Steel cad plated)	2	£ 2.75	£ 5.50
GHF 332	WASHER, locking (s/s)	2	£ 0.33	£ 0.66
WA1 08054	WASHER, plain, 5/16" x 5/8",_(s/s)	2	£ 0.39	£ 0.78
GHF 117	SCREW, bracket to roof side (Mild Steel cad plated)	4	£ 0.25	£ 1.00
5180 54	WASHER, locking (s/s)	4	£ 0.10	£ 0.40
GHF 300	WASHER, plain (s/s)	4	£ 0.18	£ 0.72
	TOTAL (Excluding shipping)			£ 94.94
	NZ \$ equivalent			\$ 185.00

CAR...TOON CORNA



"How could I have been doing 70 miles an hour when I've only been driving for ten minutes?"



"My sister TOLD me you were no good."



Sprayed my car with rust remover.

Editor's note - if you really enjoy any cartoons or jokes you read somewhere (about cars or driving!), how about you share then with members by sending them to editor@trregister.co.nz. Thanks.

TRansactions

TR Hood - Black vinyl with fitting,
photo's available
Offers.

Pennant 326 Wheel Brace

Part 589794.
My understanding is that they were
supplied with early TR2 Kits.
It also has an adapter to fit the
later 7/8" wheel nuts.
Photos available.
\$35.00

Timing Chain Sprockets

Part Nos 057113 & 05597.
I purchased from Moss but
didn't use them as my
existing ones were OK.
Save on freight costs
\$135.

TR Tool Kit comprising
- Pennant 325 Wheel Brace,
Ernotts grease gun with cap,
7" adjustable spanner,
3 open ended spanners,
2 Dunlop Tyre Levers,
2 box spanners including 1 plug
spanner,
T Williams slip pliers,
Hub Cap removal tool,
wood handled screwdriver.

All are in excellent condition
\$450

Contact for all
birdsall@xtra.co.nz

Continued from previous column

TR2-3A Idle lever, Seal and Bracket

Moss part numbers
105728, 058615, 501958
New.
These were bought and not
used, save on freight costs

\$140

Contact
birdsall@xtra.co.nz

TR6 Front Anti Roll Bar 7/8 inch.

NOS Moss item.
Complete with fitting kit,
includes drop arms,
wishbone brackets, bushes etc.

Price ex UK \$268 before freight.

All offers considered.

Contact Dave Cable

021767200

Set of personalised Plates MYTR4

Your chance to add that "something
special" to your car.

Contact Marg Katon
027 243 3776
marguskaton@gmail.com

TRansactions



1954 NZ new TR2 Long Door

Com # TS 3648 O
 Engine # TS 3980 E
 Travelled just over 3000 ml
 since complete engine rebuild
 and ground up restoration
 Recipes and photos of work.
 Red wire wheels hood
 and tonneau cover.

Just \$43000.00.

Phone Colin 0272400387.
 email colandbarb@xtra.co.nz.

WANTED

TR2/3/a Chassis.

Anything considered.

Pete Drummond 021 397658
 or pdrummond@slingshot.co.nz

WANTED

TR3A parts

Badge-bar and Jaeger
 Water Temperature Gauge

Bob Birdsall
jandbbirdsall@xtra.co.nz

TR2 project

Can anyone help me with the
 following parts needed for the
 restoration of TS767

Fuel line banjos
 (either end of the fuel line
 between the carburettors)
 TR2/3 Jaeger tachometer
 Hood frame pivot bracket
 RHS Part no 602025

Frank Cleary
 0274393146

J type Overdrive

Sump plate and filter or
 complete non working J type O/d.

Ken Pfeffer
pfefshoes@xtra.co.nz
 06 3485508



Lunch and well needed pit stop - see Auckland Group report Page 24



Deep South Group at Tapanui—see page 10



This is the car
that beat the Shelby GT-350,
that beat the Lotus,
that beat the Mustang,
that beat the other GT-350,
that beat the Corvette,
that beat the Porsche 911
that raced at Savannah, Georgia.

If his Triumph TR-250 beat one or two—or even three—of the big guys, maybe you could figure Bob Tullius just got lucky that day. But not when it outran every A, B, C, and D production car on the track at the Savannah Nationals to win OVERALL.

How did a 2.5 litre machine like the TR-250 beat out the big guys? Basically, by giving just a little on the straightaways where the big guys naturally had the advantage and then outmaneuvering the devil out of them in the turns. (Which just proves that a lot of expensive litres go to waste in a tight turn.)

Power and handling also helped the TR-250 grab wins in the Las Vegas and Danville Nationals. And it's only been in the U. S. for a few months.

Want to know more about the upstart? Talk to your Triumph dealer.



TRIUMPH

TR-250

Leyland Motor Corporation of North America, 111 Galway Place, Teaneck, New Jersey 07666.