



# TRansmission

#188 September 2021

Official Magazine of TR Register of NZ



Small, but no doubt enjoyable, Auckland gathering (pre-lock-



# TRAnsmiSSion

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## FRONT COVER

**Great Canterbury car  
line-up at French Farm  
near Akaroa.  
Clearly an excellent  
member turn-out.**

*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

Here we go again..... Lockdowns all over the place and ongoing confusion about what we can do and where we can go. How frustrating!

However, I have managed a few “essential” runs to the supermarket on fine days in the TR, but the same old local streets do get a bit boring. A good blast down a country lane is long overdue.

I do hope you all have fared well with your own levels of limitation. Hopefully we will all have more flexibility during the summer months.

During lockdowns, your Committee have been meeting via ZOOM to progress the tasks in hand. As we approach financial year-end, plans are being finalised for the AGM, which will be held in Auckland on Tuesday 2<sup>nd</sup> November at 7.00pm. All members are invited and encouraged to attend and we will be setting up a ZOOM meeting as per last year. You will have received formal notice of the AGM by the time you read this and a reminder will be sent just beforehand with the ZOOM connection details. Do join us – we have some good news to share and will be able to answer any questions.

Last time round I let you know that we were looking for a new Vice President to help with my role over the next 12 months, with a view to them taking on the Presidency at the end of my term in November 2022. To date the response has been somewhat disappointing. The role is not all difficult. Yes, sometimes it is demanding, but being able to help keep the Register running for the benefit of all Members is greatly rewarding. Please give it some thought and give me a call if you want to know more.

The National Weekend in Cambridge in February 2022 is approaching fast and you need to get your skates on to Register before the early-bird deadline expires. Cambridge and the Waikato are a beautiful part of the country with back roads aplenty. Not to be missed.

I'm sitting here at 6pm on a fine Auckland evening a couple of days after the daylight saving change. The sun is still shining (as it always does in Auckland!) just dreaming of those country lanes and the top down motoring to come .....Ahhhh!

TRavel safely.

Ian H. President

PS: A couple of boredom breakers I came across in the past few weeks.

Romantic Road – a intriguing doco about a couple of indomitable Brits in their 70's who drive their father's 30's Rolls around India. Available on YouTube and Apple iTunes Movies.

Triumph Italia – a fascinating article comparing two iconic Italias. Google “Octane 219 Italia” and follow the links. Or go here <https://drives.today/articles/155/retro/1959-1961-triumph-italia-2000/richard-heseltine.html>

# ***EDITORIAL TEAM***

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## ***TALK***

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TR greetings to all.

We are probably all a bit sick of Covid and it's impact on what we can and can't do. Our thoughts certainly go out to those in Auckland who are bearing the brunt of it. It has also had an impact on this magazine, which is one of the smallest editions for a long time, as our regional groups simply haven't been able to get out as much. And to be fair, it's usually a quieter time anyway until things start to warm up a bit over coming weeks.

Also, Bill Rogers from the Deep South Group has had some major tech issues, so we don't have Bill's usual enjoyable and very enthusiastic report.

However, there's still plenty of interesting reading - the usual regular reports, technical stuff, activities, a few classifieds in TRansactions, and even some poetry from the Waikato team!

The Nationals team have updated us again on Page 14, so if you haven't registered yet, have a good read of that.

Like Mr President (of the TR Register), we encourage all members to attend the AGM. The Register is a national organisation and the ZOOM format of the meeting enables all members throughout the country to easily attend. There have been suggestions for many years to have an AGM that all can attend - that's been heard, so please turn up to find out what's been happening and to have your say.

Keep safe - protect yourself from Covid. And from those on the road that don't drive as well as you do in your TR!

*Stephen, Trevor, & Brian*

**Contact us at: [editor@trregister.co.nz](mailto:editor@trregister.co.nz) or 0274782246**

# Waikato Wanderings



Waikato Wanderings on the mooove...

A Sunny Sunday run was to be had  
Eureka Hall the place to meet  
9 cars and 2 dogs  
What a treat

Vishu and Cara stepped up to the plate  
They decided to take the helm  
A tulip diagram to show the way  
Would we be overwhelmed  
Diane looked at the patterns  
And said 'oh no'  
Vishu said "it's easy, just have a go"

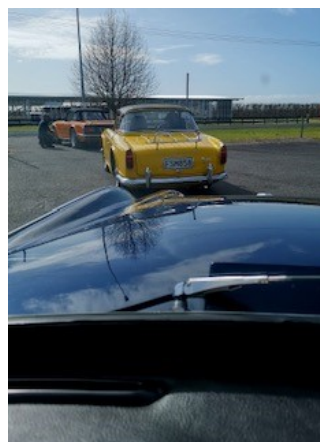


Meandering the green rolling valleys of the Waikato  
Back country roads with calving cows  
Spring lambs enjoying the warmth  
Diane looked at the map and cried "goodness, where to now!"

Look out for the milk tankers  
They could pull out in front of you  
The Eastern back road of Lake Waikare  
Was new territory for some  
It led us to the lunch  
Time to fill our tums

The Rangiriri Pub  
A wonderful place to be  
Macaroni Cheese, Seafood Chowder  
And massive burgers as well  
Let's raise our glasses  
To Vishu and Cara  
Thank you for all you have done  
Now let's all sit back and think of our next exciting run.

***A joint contribution between Janie and Diane***



*Diane and Peter Parker*



# Canterbury Tales...



**Carole and Phoebe, one day very soon!!! (sorry, the colour should be Valencia Blue)**

Welcome fellow **TR**-oupers and gentlefolk. Hope you are all keeping well and getting on top of your TR projects ready for next year's Nationals. Well, It started off quite busy with lots planned and then "Lockdown" This is not what we expected, We had no idea how long this will last for, so at first we didn't plan any meals or runs. But things improved and we managed to "fit in" quite a few activities in the end once we got down to "2". Keeping safe distances and mask wearing of course!, sorry Auckland!,

So!!! What happened!

*In June we got up to.....*

## **'London to Brighton' Run**

The weather did look a little "lffy" on Sunday morning, our top was down nevertheless, 15 cars and 25 **TR**-oupers appeared out of the woodwork and met dutifully at the New World Car park in Stanmore Street. 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, it 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 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.





### **Monthly Meal - The Good Home**

This month's meal was at the Good Home restaurant and bar in Wigram. The place was buzzing and gladly we were positioned upstairs. With easy parking and a good selection of food and drink, I'm sure we'll be back one day.



### ***In July we did this....***

#### **Lunch at the "French Farm Winery**

So, meeting at the New World Halswell, 11 **TR**-oupers in their beautifully turned out TRs (as usual) 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!*) stopping at Little River for coffee and cake and then over the Summit Road down into Duvauchelles. The directions supplied by Glenn Wilcock were faultless (well sort of, a couple did end up in Akaroa!). The venue and location were second to none - and the food!, well, enjoyable!, just not much of it, still, there's always KFC on the way home!

We'd like to thank Glenn and Sue Wilcock again for stepping up to the "Oche" to organise this month's run ,



### **This Month's Monthly 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.

***and in August we did this....***

### **Winter Wonderland Weekend to Hanmer Springs**

Leaving the Brick Mill Cafe, we decided on a slight change of route, via the Scargill Valley, mainly because Carole wanted to try out the Hurunui Hotel, which turned out to be a great choice, excellent food and service, and onto Hanmer. It was a little bit moist as we left the lunch stop, but brightened up nicely for a dip in the pools, met up with some other members who came up the day before for our evening meal at the Fire & Ice restaurant, which again was superb. The following day a pleasant cruise up to Cheviot through the Leader Valley and then a blast down SH1 to the Better Half Cafe for afternoon Tiffin. All the **TR**-oupers behaved themselves, A great time was had by all.

PS the Pork Pies went down well!





### Mike's Tech Talk - Tuning your SU Carbs

If you've ever wondered how to correctly set your carbs up on your TR, this sounds complicated but I know you **TR**-oupers are clever buggers and you will easily get your head around it, I did it so it must be easy - click the link, it's a YouTube video well worth the watch!.. *(I know it says MG I think it's a typo)*

<https://youtu.be/4nvGLgO6pj0>

**Progress on Phoebe, back from the paint shop, and looking good to be ready for the Nationals next year!**



*Mike & Carole Lester*



# Hawkes Bay Happenings... (or not)

As I write this it is pouring with very much needed rain, as we have only had about half of our average rainfall so far this year.

Our first event of the last quarter was a lunch on Thursday 29<sup>th</sup> July held at Peak House Restaurant, just below the top of Te Mata Peak. On a good day this has wonderful views north over the Heretaunga Plains and out towards Mahia – and this was one of those sunny winter days. Fourteen of us gathered and enjoyed a very nice meal and catching up with each other. For some the last time they had been here was for a Faulty Towers evening which were held in the 1990s with the irrepressible John Cocking (alter-ego Bertie of Art Deco fame) taking the role of Manuel – a hilarious and extremely popular show. Only 3 TRs, as some were having winter maintenance done, but a lovely afternoon.



August 19<sup>th</sup> was our Winter Lunch date and guess what – another lovely sunny TR day with 7 cars out blowing away the cobwebs and meeting at Crab Farm Winery just north of Napier at Bay View. TRs parked amongst the neatly pruned vines looking wonderful as usual. A variety of meals brought out and enjoyably consumed washed down with a glass of very nice Crab Farm wine. Catch-up chatter rounded off a wonderful afternoon in the sun.



September 5<sup>th</sup> and spring has arrived again with another sunny day for our Spring Picnic. This time we headed south to the Paper Mulberry Café for a start-up coffee and then continued on to Taniwha on the Takapau Plains which is renowned for its paddocks of daffodils. You are able to pick these by the bucketful with all proceeds to charity. Our cars all parked under the trees and we enjoyed a picnic lunch amongst these happy blooms.

Sounds wonderful doesn't it but of course only the Peak House lunch happened



because of the Covid Lockdown, but that is what might have been. Our thoughts are with the Aucklanders who were stuck in Level 4 for so much longer.

Over the winter I have spent some time in the garage removing the wiper assemblies and the brake / clutch master cylinder so I could repair the paint where brake fluid had attacked it under the bonnet and in the footwell. I stripped the wipers and cleaned and lubricated the wheel boxes and drive cable and then stripped and cleaned the master cylinder, made up new gaskets and fitted an O ring to the cap so hopefully no more leaking. I scraped off all the bubbling paint and cleaned, primed and painted so it now looks much more presentable.

Refitted the pedals and master cylinder, connected pipes and with Joy's help bled the clutch and brakes. They now seem to work better than ever. A new WOF and ready for summer outings.

Steve Bevan has been making improvements to the TR6 fuel system (see article elsewhere) and is now changing timing chains on the Stag. Colin Grant was seen under the ride-on mower preparing it for the rider to tackle the spring growth.

And so to September 23<sup>rd</sup> and our first real outing since late July. Our Club Night was held at the Giant Brewery in Havelock North attended by 23 TR enthusiasts, a record number for us. It was good to see John Hill along as a new member of our group. John is in the process of moving from Wellington to Napier and we are very happy to have him join with us – something about the weather here I think. A very noisy night with everyone catching up after 2 months of restrictions.

We now look forward to having some proper runs to interesting parts of the Bay and enjoying using our TRs in the sunshine.

Regards to all  
Happy TR MoTRing

**Graeme & Joy**





# Deep South Group

Unfortunately there is not a lot to report from down here in the Deep South. Like the rest of NZ, the lock-down has had a significant effect on anything to do with events that involves the general public.

The Deep South Group were ready to enter the local Autospectacular motor show with the main stand celebrating the 60<sup>th</sup> anniversary of the TR4 and the 90<sup>th</sup> anniversary of the Triumph Motor Company but once Covid hit NZ the whole show was cancelled. Several of our members had put quite a bit of work into the display, not to mention the 12 members who had agreed to show their cars, as we finished up with 17 cars in total offered for display.

It was a very disappointing outcome as we had the same show cancelled last year.

We can only hope that things will improve later in the year and we can get back to something like normal, whatever that is now.

The next big event we have to look forward to is the annual End of Year Mystery Weekend on the 6<sup>th</sup> and 7<sup>th</sup> of November and the Nationals up in Cambridge in early 2022. The End of Year Mystery Weekend is in the hands of Anne and Peter Shepherd, they have assured me that it will be a weekend to remember. It will be great to get out again and catch up with everyone.

Hopefully our Monthly Club nights will start up again in October - we don't want to get locked down again!!

Be assured we do feel for our Auckland members.

All the best from the Deep South

Jane and Trevor

# *CAR...TOON CORNA*

**IF YOU HAD TO CHOOSE BETWEEN  
UNLIMITED GAS OR PERFECT LOVE**



**WHAT WOULD BE THE FIRST  
PLACE YOU'D DRIVE TO?**

**THE OLDER I GET,**

*Photos By Ken Le Prue*



Bruce Hislop — Seafield Road  
03/04/05

**THE FASTER I WAS**

**- BRUCE HISLOP**



## TR Nationals 2022 Update

It's all go here; we are meeting regularly over potluck dinners, telephone and emails are flowing, sometimes daily, as we tippy toe towards March 2022 and the fabulous event we are organising for you all.

Many thanks to those who have sent in their early registrations, it is a big help for planning, and we anticipate a lot more to follow as the weather warms up and the thought of touring around the wonderful Waikato roads is too hard to resist, especially in the fine company of your fellow TR enthusiasts so go us!

A small subcommittee has been voted in to award the prizes for the sporting theme costume design and presentation, not quite the Oscars but close, so hopefully the ideas are flowing freely as you all have sewing machines whirring and the costume hire companies run off their feet with requests.

To help with your planning we have continued to look around for alternative accommodation in Cambridge, we have supplied a list for you to contact direct or if you prefer, contact the i-site who have more options.

**Cambrian Lodge.** 4 rooms held. Booking number 9859

**Cambridge Mews.** Some rooms here, holding the balance of available rooms until Dec 01.

**Kelly Road.** holding rooms here. Booking number (34522) Rooms held until Dec 01.

**Colonial Court.** Holding rooms here until Dec 01.

**Leamington Spa Motel.** Some rooms here holding rooms until Dec 01.

**Podium Lodge.** [www.podiumlodge.co.nz](http://www.podiumlodge.co.nz) They are holding two pods



The tour committee have organised trial runs so last week we subjected the local MG car group to one of these, we ironed out the problems with that one and now sadly we don't anticipate seeing them again. Still, some of them met us afterwards at one of the venues and all was forgiven, they had lots of great ideas to share and a good time was had by all.



We have some surprises in store, not the nasty type, but the feel-good ones so get those registrations in because times a ticking and 2022 will be here before we all know it.

Best regards

***The Waikato Wanderings Team***



# City of Sails Area Report

What started as a really appealing quarter, with the end of Winter and the onset of Spring, once again turned us all on our heads as we once again felt the brutal reality of life with the Covid-19 Pandemic. However this time it was to be the worst, Bugger.

Like the rest of the country, we Auckland Group members took advantage of some balmy Winter weather to get together on the first Tuesday of July at The Good Home in Mt Eden, meeting in the room we have become attached to, the Whiskey Room! There may well have been other goings-on during the month of July but for me, with my TR6 still locked in a central Auckland private parking area, the opportunities to get out and about were non-existent. In fact the highlight for me was wife Linda's big 0 Birthday, which we celebrated with Friends at home including some of our fellow TR members.

August and there were multiple plans in place to make this a month to remember, starting in our usual fashion, Eating, drinking, chatting and generally having a great time together @ of course the Whiskey Room!



Not a posed photo this one, Apologies if I caught someone's wrong side, LOL.

I shared with the members present an opportunity that had presented itself via our fellow Triumph caretakers at the Auckland Triumph Car Club, that being the Daffodil Rally, which many of you would also be aware of within your own regions.

The Northern Region run was a long-established occasion promoted by the Vintage Car Club of NZ and well supported, though in my time as Group Leader we had not



The poster features the Vintage Car Club of New Zealand logo at the top, which includes a winged wheel and the text 'VINTAGE CAR CLUB OF NEW ZEALAND'. Below the logo, the title 'Daffodil Rally for Cancer' is prominently displayed. The text on the poster reads: 'On behalf of the Waitemata, North Shore and Wellsford Warkworth Branches of the Vintage Car Club of NZ, we wish to invite you to join our Daffodil Rally.' A photograph of a bright yellow daffodil flower is included. The event details are listed: 'Date: 29th August. Assemble: from 9.00 am At Caffeine and Classics Smales Farm, Takapuna. Cars Away at 10.45 am \$10 Donation per vehicle.' A note states: 'Your tour will take you up the West Coast on sealed roads finishing in Matakana for a display. All Petrolheads Welcome!' At the bottom, it says 'All proceeds go to the Cancer Society' and provides contact information: 'Contact: Di Humphreys: [chicksmart73@gmail.com](mailto:chicksmart73@gmail.com) 021 025 75624 Leon Salt: [brendda@xtra.co.nz](mailto:brendda@xtra.co.nz) 027 423 8122'.

been involved as a group (some Individuals may have enjoyed it). Anyhow, there was interest in joining in from a number present and I began making plans. First I needed to make some space in the garage of our new home to bring the TR6 home, and by hook or crook I managed to do so bringing THE TOE home Saturday 14th. So excited was I that I managed to talk Murray and Stephanie Booth and wife Linda in to our own little run to Matakana the following day for lunch.

We discussed among other things a planned Mid-Winter Run to the central plateau, which the Booths had organised previously, following up with Nick and Ally Kemp who had stepped up to organise the September Pub Night to be held at a completely new venue, as well as the next Isadora Duncan Rally. The quarter was starting to get exciting!

As we know all that changed with the discovery of the aggressive Delta strain of Covid-19 in Auckland (Bloody Jafas) which sent the country in to overnight lockdown Tuesday 17th! The Daffodil Rally for Cancer was postponed then cancelled, our own plans for firstly the Mid-Winter run, then our New Venue Pub Night were cancelled, and the Isadora Duncan is looking like it will become a November proposition, fingers crossed.

We Aucklanders have been confined to barracks pretty much since, with only Essential trips to the Supermarket or Liquorland allowing the TRs out of the garage! Honestly my short run to BP to fill THE TOE resulted in a 12.5km circuit of the suburbs. We are still in lockdown, and unlikely to be otherwise until maybe even Mid - Late October the way this Delta keeps popping up! Our September Pub Night was a Zoom get together, which although good just isn't the same as sitting together around a table with 15 - 20 likeminded people, 6 different conversations going at once. Know what I mean .....

The only TR stuff I'm getting up to is on social media, interacting with TR owners across the globe as well as the odd bit of stuff on THE TOE. I am so looking forward to reading about what the rest of the country has been up to in Level 2, please don't disappoint!

I don't have anything else to add of interest, and that's sad. I could put up a couple of photos of TRs around the world, of the aftermath of accidents, ridiculous prices paid at auction, or suchlike, but I don't have the heart for it. Fingers crossed we may get to Level 2 sometime in October when even a run with 5 or 6 other TRs to a Fish n Chip bar on the coast will be exciting. Lets Hope So.

It's Never Far, In a TR.

**Steve Martin**

## **N.Z.'S MOST AMBITIOUS TR REBUILD?**

Details are emerging on what must surely be one of NZ's most ambitious early TR2 restoration projects. Pete Drummond takes up the story.

"A number of years ago I won a Trade Me auction for a bare TR 2 long door tub. It came with a battered front apron, and a gearbox cover, nothing else. The rusty remains were duly trailered home from Christchurch to Arrowtown where the front apron was suspended from the rafters in my garage, and the tub languished outside in all weathers to form an interesting garden sculpture for the next few years. Encouraged by longtime TR2 owner and restorer Angus Katon to do something with the tub, I placed a "chassis wanted" ad in TRansmission, not really expecting much response. To my absolute delight and amazement Bryan Thomas and John Chetwin both replied, each offering me a chassis, along with numerous other vital TR 2 parts. Turned out Bryan's chassis needed a new left front suspension tower, whilst John's was suffering some rust issues, but most importantly had two very sound front suspension towers. Naturally I accepted both their kind offers - a couple of finer, more generous TR gentlemen I have yet to meet.

Then came lockdown. Hell for many, but heaven for TR2 chassis restorers! A couple of disc grinder packs arrived via courier, and the fun began. Our long suffering neighbours were treated to daily disc grinder symphonies, punctuated by the occasional outburst of colourful workshop language. Eventually chassis number one was prepared to receive a donor suspension tower, whilst chassis number two became a transplant donor. As a matter of interest, did you know that you can fit a sliced up TR2 chassis into your wheelie bin for kerbside collection? Actually it takes two wheelie bins to handle the complete load...

By the end of lockdown the disc grinder was silent, the neighbours were speaking to me again and it was time to visit Terry our local panel guru. Three and a half hours later chassis number one sported a new left front suspension tower, and a subsequent visit to the local exhaust shop saw a new bolt in front crosstube formed and bolted into place. Incidentally Terry has recently completed a full body rebuild on Snow Chisholm's legendary white TR2 racecar which is being restored to a very high standard by Snow's son Joel. But that's a story that deserves a complete



**Pete's TR 2 chassis getting some disc grinder action during lockdown**



feature in it's own right.

Well that's pretty much as far as I've got to date. The chassis is now ready for paint, and the hunt for missing parts continues. Special thanks to Bryan Thomas and John Chetwin, also Ken Pfeffer, Ken Saville and Jim Davis for coming through with help, encouragement and vital parts. And a big thank you to Angus Katon for twisting my arm and getting me started in the first place.

It's a bloody long journey ahead, but I didn't even think I'd get this far, so hopefully things can progress further. In the meantime a shameless plug. Please read my wanted ad in TRansactions and if you have any spare TR2/3/3a parts gathering dust in the shed, why not send them on a nice little adventure to Arrowtown, where there's a '54 longdoor TR 2 that needs some love"

Cheers

*Pete*



**Completed chassis with new suspension tower and cross tube fitted**

**PS.** A bit of feedback on how effective ads are in Transmission. Last issue I ran a wanted ad for a TR2/3/3a chassis for my 1954 TR2 longdoor project. I didn't really expect much response, but to my delight I received 4 replies!

One was a scammer who sent me "proof" of his chassis by forwarding a stock image of a Revington TR chassis straight off Google images. As you can imagine I sent him a rude reply... Another directed me to some excellent spares in North America, but freight costs ruled that out.

Then I hit the jackpot. Bryan Thomas offered me a chassis, sound and rust free, but needing light repair. I'd no sooner got it home than John Chetwin offered me another! So I now have two chassis, and a lot of extra bonus parts thrown in by both parties. I'm still absolutely blown away by the generosity shown towards me by Bryan and John.

# ***“Tech” bits and pieces***

## *Joys of Modern Petrol*

After having a great run in my TR 3 to the Nationals in the Wairarapa, I came home and parked it up under cover. As normal I have run it up regularly over this past 14 months. All with no problems.

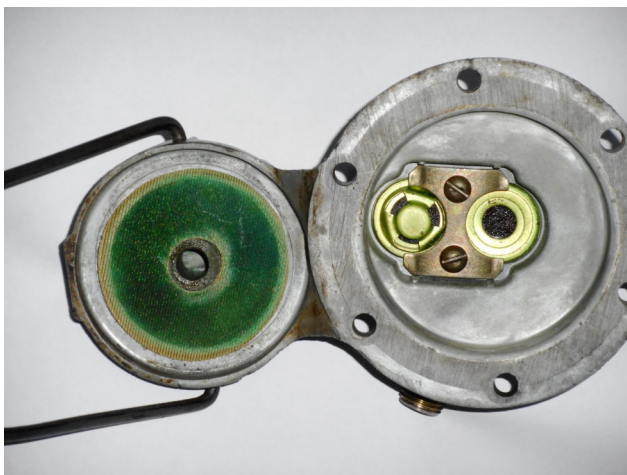
I went to start it last week and after several attempts I found the front Carb fuel bowl was overflowing. This I fixed with another needle valve but was still finding it hard to start. When it finally started it ran as though it was on 2-3 cylinders. It couldn't be the Carbs because I had refurbished them before going to Wairarapa.!!

I did a number of checks, spark, plugs, compression test, fuel pump and couldn't find any faults. I was about to take the Rocker Cover off to check the tappets but decided to have a look at the Carb needles first.

The front Carb needle appeared good but the rear Carb needle was a green crystallized colour and had a slight sticky feel to it. I cleaned the deposit off back to the brass of the needle then refitted the piston and chamber.

First push on the starter and it burst into life and was back to normal or so I thought. I tried to start it again a few days later with no luck. This time it was both Carbs off and stripped down. Sure enough the greenery was everywhere, in the jets and associated parts, the lower part of the float bowls were a bright green as were the bottom half of the floats. Some of the green didn't show up until the parts had dried off.

Now how to clean these parts?? I tried numerous cleaning agents until I found that the only fluid that would



soften the deposit enabling me to wipe it off was 2K paint thinners. It wouldn't dissolve it, just made it soft. I have also since found that "Wattyl Killrust Thinner for Cold Galv" almost dissolves the greenery.

The petrol in the Carbs and Fuel bowl was a bright green but on draining the fuel tank I found it to be the colour of new petrol and OK. I had added new petrol to the tank after the first difficult starting episode so the fuel in the Carbs and Fuel bowl must have still been old petrol.



Now all I have to do is wait for the new gasket sets to arrive before reassembly.

On thinking back I had returned from the Wairarapa with a good half tank of fuel but hadn't put any preservative in it hence this is where the problem started.

Normally I have always used a preservative in the cars if standing for more than a couple of months also using it in the mower petrol with no problems over extended periods i.e. Winter months.

Lesson learnt:- Use a preservative in your tank if left standing for more than a couple of months while wintering over or doing repairs.

Another tip:- if you are putting your car on wood blocks at any time use untreated timber if possible otherwise cover the wood with a plastic if using treated timber. The chemicals in the treated wood will create rust.

*Ken Pfeffer*

# The Registrar Reports...

## **At 7/21:**

TR5 commission number CP2506-O, engine CP2515E, Triumph Racing Green; ex Robert Giboney, now with new member Mark Langford, RD2 Katikati

TR3A comm. no. TS69230-LO for sale by Derek Wright. Car resto. by Peter vanderSloot

TR6 commission number CP54198, engine CP51336HE; rego KKM869; red; with new member Wayne Russell, Waipukurau; this car new to Register; pic on file;

TR6 commission number CF9262; engine CF3412UE; rego NLF587; Pimento Red; with new member Ronald Swager, RD2 Otane; this car new to Register; no pic;

## **At 8/21:**

TR7DH rego. KQC326, on TradeMe buy now \$12K. Owned by Vishu Singh in late 80s. Rare special 'Spider' model for US market. Was MW3216. Pix on file

*Unfinished restoration, mechanically sound, new vinyl top, upholstery good condition, needs body work completing and painting. New Rego on hold, expired WOF. These cars were built in the UK for the USA market. This car came to NZ in the late 80s, was converted to RH drive and after some use was shed stored for 15yrs. NB speedo may have clocked around a few times, so unsure of exact kms.*

## **At 9/21:**

TR6 Comm.no. CP75800, rego FS7765; on TradeMe, sold for \$46,100; Saffron; Pix on file;

*And try this website for a bit of lockdown diversion: [imcdb.org](http://imcdb.org)*

**Kevin**



# Spare a Thought

Spares have been flying out the door over the past 3 months and some stock is now at zero. I am pleased to say that the next shipment should be in our possession very early October and hopefully on the “shelf” by the time you read this. Indents should also be sorted, pricing finalised and members notified.

The extra processing delays and costs with this shipment has prompted a bit of a re-think about stock levels. Previous years it has been possible to re-stock some items mid-year via air-freight if needed, but freight costs are now a significant factor particularly with air freight charges increasing 4-fold over the past 18 months. I heard recently of a member being quoted \$125 to air-freight a small part from the UK.

To a lesser extent there has also been an increase in sea freight charges which unfortunately has reflected thru to some increases in our sell prices. As always, we will do our best to maintain stock of essential items at the best possible price, or point you in the direction of an alternate local supplier if we are out of stock.

## **On-line spares purchasing.**

As mentioned previously, it is my mission to establish an e-commerce platform within the Website to enable spares to be purchased on-line. This has stuttered a bit thru recent lockdown's, but with additional expertise now helping me, I can now see the light at the end of the tunnel. I'm not putting a date on go-live just yet tho – too much still to get right.

Happy fettling.

*lan.*



# 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](mailto:colandbarb@xtra.co.nz).

## Set of personalised Plates MYTR4

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

Contact Marg Katon  
027 243 3776  
[marguskaton@gmail.com](mailto:marguskaton@gmail.com)

## WANTED

### Parts for a TR2, 3 or 4

Low port or high port head,  
also rocker gear, or roller rockers  
for TR2 head.

Contact Joel.  
Ph 0272459731  
[j.chisholm@xtra.co.nz](mailto:j.chisholm@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 Jaegar tachometer  
Hood frame pivot bracket  
RHS Part no 602025

Frank Cleary  
0274393146





# The new Triumph TR4A



**has independent rear suspension**

(optional extra at additional cost from factory)



**is fully convertible**



**combines true sports car performance with comfort and convenience.**

The new TR4A takes the curves faster, safer and more comfortably. We chose independent rear suspension because it has the best anti-roll characteristics. Ours is the trailing arm type (using coil springs and piston dampers) for utter simplicity and reliability. Ideal for track racing.

Release two catches on the windscreen rail and the top goes down. A neat cover hides it. And it comes up just as quickly.

You'll relax at top speed (120 m.p.h. on the track) in new space-age contour bucket seats. And with the new improved version (110 BHP) of the famous 4-cylinder 2.2 litre Triumph engine you go from 0 to 50 in 7.9 seconds.

The gears (4-speed box) are synchromesh. And mammoth disc brakes stop faster, straighter. No fade, no pull.

The fly-off brake is now centrally mounted on the transmission tunnel and the dip lights are foot operated.

This is your year for Triumph!

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