

TRansmission



TRansmission — TR Register (NZ), Inc.

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TRANSMISSION

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TR REGISTER NEW ZEALAND (Inc)

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

2021/2022 NATIONAL COMMITTEE

PRESIDENT/SPARES

Ian Harris 027 5487122 TR6
spares@trregister.co.nz

VICE PRESIDENT

Stephen Higgs 027 4782246 TR4/8

ARCHIVIST/CONCOURS/INTERNATIONAL

Frank Cleary 027 4393146
TR4/6/8/GTR4ADove

TREASURER

Bruce Baillie 021 479763 TR6

SECRETARY/MEMBERSHIP

Alisdair Keucke 027 4804226 TR6

COMPLIANCE

David Snelling 021 417383 TR8

WEBMASTER

Stephanie Booth 027 4744601 TR6
webmaster@trregister.co.nz

NATIONAL WEEKEND LIAISON

Stephanie Booth 027 4744601 TR6

TRANSMISSION EDITOR

Dave North 021 1788887 TR3A

COMMITTEE

Bruce Stewart 021 714473 TR4
Ian Ramage 021 571700 TR6
Steve Martin 027 3342063 TR6

SUPPORT OUTSIDE COMMITTEE

WEBMASTER

Jim Vassiliadis 027 4411318 TR4
webmaster@trregister.co.nz

MOTORSPORT

Peter Mence 09 483 6424
TR2/TR6/TR7/TR7V8

REGISTRAR

Kevin Tinkler 021 0672365 TR4

TECHNICALITIES

Ken Pfeffer 022 0641628
TR3/3A/4A/5/6

GROUP LEADERS

NORTHLAND

Brian Cannons 027 2809644 TR3/6
northland@trregister.co.nz

AUCKLAND

Steve Martin 027 3342063 TR6
auckland@trregister.co.nz

WAIKATO

Vishu Singh 021 783711 TR6
waikato@trregister.co.nz

BAY OF PLENTY

Michael&Jane Thorman 027 4742625 TR3A
bop@trregister.co.nz

HAWKE'S BAY

Graeme&Joy Thomas 022 4001367 TR2
hwkesbay@trregister.co.nz

WELLINGTON/MANAWATU

Jonathan Petterson 021 1247950 TR3A
wellington@trregister.co.nz

WHANGANUI/TARANAKI

Ken Pfeffer 022 0641628 TR3/3A/4A/5/6
whanganui@trregister.co.nz

NELSON/MARLBOROUGH

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

CANTERBURY

Mike&Carole Lester 027 5531955 TR4A
canterbury@trregister.co.nz

OTAGO/DEEP SOUTH

Trevor&Jane Payton 03 4737791 TR4
deepsouth@trregister.co.nz

TRanSport

I'm pleased to submit my first report as your new President. It's rather different being reminded of the magazine deadline and then meeting it, rather than doing the reminding as I did for a year or three.

Firstly, thanks for your support of my appointment to the "big" role. I am of course just one of the team that make up your Committee, and outside of Committee around the country are Group Leaders and others in particular roles. I look forward to working with all of them with you, our members, as our focus.

Ian (Harris) continues as Vice President - I still have lots to learn from him. Thanks again for your long-standing contribution as President, agreeing to deputise for a while, and retaining the Spares role.

If you missed the AGM (and most of you did 😊) please have a read, near the start of this excellent publication of the list of members who are contributing their time, knowledge, and enthusiasm to the Register. Thanks to all of them.

Speaking of focusing on members, we can only do that if we know what's important to you. Alongside local runs, activities, and fellowship organised by the Group Leaders, the magazine, website, Nationals, and Spares are the main "services" that are coordinated by your Committee. This is based on the long-standing and consistent view that they are the things that many members enjoy.

If you have any ideas or suggestions of what we could or should be doing (or should stop doing for that matter) we're keen to know. You can drop me, our Secretary, or any Committee member an email or a phone call any (reasonable!) time. Contact details are on the Committee list in the magazine.

Local runs are now getting more frequent with Spring just finished and Summer (apparently) underway. I now read the stories about these runs when the magazine arrives, just like you do, and always look forward to them.

Enjoy Summer in your TRs' and with your TR friends.

Have a very Merry Christmas.

Stephen

President

EDITORIAL TEAM

TALK

Hi everyone. Welcome to the Christmas edition of the magazine. A little less group activity around the country - Covid is still making it's presence felt, and typical unsettled spring weather has limited the amount of club runs, however the magazine still contains plenty of articles for you to peruse during the next spell of inclement weather while waiting for summer. Some fabulous photos as well - TR's always look great with stunning New Zealand scenery as a backdrop. Talking of photos, I trust you will forgive my indulgence putting my car on the front of the magazine, but one of our Christchurch members, Alan Dunscombe, sent it to me and I couldn't resist. Perks of the job!

The photo was taken during the South Island 2 day Targa Rally held here in Nelson. Fortunately this was prior to the unsettled weather - we had a glorious weekend of sunshine and we had a great time. Mine was the only TR entered, and we were fortunate enough to win our class (I think there were only 3 cars in our class!). I've written an article about it - I can definitely recommend it.

Apart from doing the Targa rally, I've actually been using my car as a daily runabout for the last couple of weeks whilst my Rav4 is having the transmission worked on. It's been a while since I've driven the TR rain or shine, and I'd forgotten how practical it is. I put the soft top up a couple of weeks ago and have largely left it up. I'm not doing long distances in it, but I am using it just about every day and I've stayed surprisingly warm and dry. It's not too noisy, visibility is acceptable and I can relax even when rain is forecast. When I kept it for a weekend car it was highly polished, and I was always reluctant to take it out if there was any hint of rain - now I'm happy to take it out anytime. The only downside to having the soft top up is I can hear more rattles!

As well the normal group reports and reports of events, there are plenty of other articles of interest in the magazine.

Vishu Singh, our Waikato group leader, has again submitted a profile of one of his group members and their car. A great read - but don't let the Waikato team steal all the glory. Put pen to paper (figuratively!) and share details with the rest of the club about your pride and joy.

Ken Pfeffer, our technicalities specialist, sent an article with several tips. I haven't included all of them in this edition - I'll save some for next year. Also on a technical note, there is also a great article by Alan Dunscombe outlining the process of replacing the thermostat in sidescreen TR's. I'm sure there are plenty of other tips out there - many of us have owned our TR's for many years - so send me them and I'll print them. They don't have to be long, or complicated - often the simple stuff is the most helpful.

That's about it from me. Have a great Christmas and make sure you get out and enjoy our wonderful cars.

DAVE



Contact at: editor@trregister.co.nz

National Weekend February 2023

National Weekend Update.....



Well, we are getting down to the pointy end of the stick regarding weekend preparations, I say that because over the last week there have been no new registrations, we are back up to 68 cars attending (I know, isn't it going to be awesome!) and there is definitely a feeling of fun within the committee as we begin to relax and focus on the little things. Our committee has swelled as new Waikato members have joined in on the organising and brought with them skills and experiences to contribute.



I took this photo this morning while at the park and thought, what's missing...the answer is You! So, if you haven't registered and would like to be part of a great weekend of fellowship and new experiences I suggest you contact me ASAP to be included. We are finalising numbers with the caterers, and venue providers, bus companies and everyone else involved because there are only about 10 weeks left, with Christmas in between, eek!

If you require further information, please do not hesitate to contact me, if I cannot answer your question I will pass your query onto the person on the committee that can.

That's all for the moment from me, I very much look forward to putting a face to all those names and correspondence I have entered into over the last few years so rock on February 2023.

Best regards, *Diane and the TR National Weekend Team*



TOP OF THE NORTH Tales

Only a short report this time round as the weather has played havoc with planning of some runs. As I start preparing this article I hear on the radio that we are in for our fourth severe weather warning this month. We all know that TR people prefer to drive with their tops down and the consensus by the members is that we can wait for some sunshine. However summer is on the way and no doubt we will be complaining it's too hot.

Some members have taken the opportunity to travel while others have made the most of staying close to home. Raewyn has recently had knee surgery so for us it will be working on getting bending enough to wedge herself into the TR. No easy feat at the best of times for most.

The local car club we belong to celebrated the 35th anniversary of becoming a club with a dinner at a local restaurant. Over the next few months we will look forward spending more time driving our car rather than looking at it in the garage.

We wish everyone a Merry Christmas and hopefully see many of you at the Nationals in Cambridge.

From everyone at the top of the country.

Brian and Raewyn Cannons

City of Sails Area Report

Auckland Group Report – October to December 2022

Hello to the faithful, the keepers of the marque, final quarter upon us and the year fast heading to its closure, and with our New Editor Dave hoping for the magazine to be on your laps in time for Christmas Dinner, it's a case of what did we do in October and November and what have we planned for December?

Once again this quarter we have been fraught with bad weather, although we did manage within the period to have one Excellent out and about. More about that later

Both October and November saw our Group meeting the first Wednesday at the Horse & Trap for Good Food, Conversation and the obligatory Fine Wine or Ale! November following what was perhaps one of the better attended AGM's, and I say this because a number of you fine Enthusiasts joined us online via Teams. Congratulations those of you who logged in, while most of us couldn't see you, we knew you were there and your presence was welcomed warmly. Spread the word!



October was pretty quiet for us as a Group with many busy with their own lives, and those of their families. I made good on a promise to myself to rectify an issue of my own doing; you see while our Kitchen was being gutted and rebuilt we created a temporary one in the Garage.



Now with my TR the better of the two cars weathertight wise I elected to park it out in the weather (this during the latter part of Winter) and had to resort to covering the roof from mid-bonnet to mid-boot with a Tarp held in place by 'Cargo Straps' Windy Auckland took its toll on some of the paint work giving it quite a workover, so a Cut n Polish and Wax was organised by "One Touch Auto Detailing".



October also saw 'Little Bluey' into Hydes for a couple of issues thrown up in the last WOF to be rectified. One of these saw new Diff Bushes inserted and a New Pinion Seal, and while that was being done, I had the Driveshaft Balanced and UJ's replaced (with grease nipples added) the first time this had been done in my 10 Years of being her caregiver! Why had I waited so long, the results are amazing, with the car running so much smoother. What I hadn't noticed was just how much out of balance the driveshaft was; I can highly recommend this be done.



Photo of the 6 outside Hyde Automotive shows Paul and Brent are well versed in the Triumph Marque, and so say All of Us! The other TR6 in this photo is owned by Sarah Ulmer's Father. Inside is a TR2, another TR6 and a nice Herald.

November began with the afore mentioned AGM, then quickly followed by one of the highlights of this quarter, the Annual Isadora Duncan Rally! This year staged by first time for us organisers Chris Stiebel and Kay Madigan. While the Auckland Weather threatened it never squashed the enthusiasm of Kay and Chris, with them arriving at the breakwater at Westhaven early to set up our meeting point. With Reserved (by them) Parking coned off we parked backed up to the glittering waters of the Waitemata Harbour, for chat, photos, and the obligatory instructions.



9 x TR's from 3 to 7 lined up, with Linda's Spitfire adding to the Triumphs on parade. A P5B Rover, Landrover Discovery, and a couple of Moderns made up our entrants, and we set off in orderly fashion (if that's possible in Central Auckland) at timed intervals by Kay and Chris with sheets of instructions and Q&A for the competition side of the run. Photos were taken of All entrants at the start however there's not room here for Everyone! Bugger!

There were tricky questions from the very get go, testing even the seasoned amongst us. The route taking us from the very centre of Auckland out along SH1 South then through Otara, Flat Bush and further East to Whitford, Beachlands and

Maraetai before turning South again at Duder Regional Park on to Clevedon (passing by the Famed Clevedon Village Farmers Market ... no time for stopping) before reaching our final destination, and Lunch, at the John Hill Estate in Hunua.



Two Lovely White TR's ... no prizes for guessing which!



The Martin & Hemingway-Martin pair of 72's



Red in a variety of hues, Thomson's 3 on wires, Booth & Summerfield 6's and Paul Ansell's 7



Rover P5B of Anthony Billing, then TR6's of Oxenbridge's and McSherry's, and Steve & Family's Landrover Discovery

A wonderful day was had by All, and the Winners of the tricky Isadora Duncan Rally :-

1st Shaun Summerfield and his lovely daughter

2nd Jacqui & Grant Oxenbridge

3rd Linda Hemingway-Martin & daughter Grace, and also winners of the coveted Isadora Duncan Scarf!

Many Thanks to Kay and Chris for what was the highlight for November!

December begins with a Run to the famous in Matakana Pub for Lunch on Sunday 4th. And the 1st Wednesday sees our Pub Night moving to Dinner @ Joe's Garage in Greenlane on the 7th. The last Sunday before Christmas will once again see us enjoy the before and after Runs to the Salty Dog in Snells Beach for our Annual Pre-Xmas Brekkie Run.

A great End to what has been an Eventful Year for us TR Owners, the year beginning because of Covid with Cancellation first of the Ellerslie Concours d'Elegance, before Postponement of our own Cambridge National Weekend until 2023, also Cancellation of the Popular Brit & Euro Classic Car Show, not to mention many Runs, Shows and Events throughout the country. Here's hoping 2023 brings us more stability and less cancellations.

I'll leave you with this little fact



Steve

Waikato Wanderings



Well, we thought we had passed the winter weather but how wrong we were. October saw our rainfall record being broken here in the Waikato and November's rainfall was almost record breaking as well. Many local car events were cancelled or postponed. We also had to postpone our October run to November. So much for spring motoring. I have found spring and autumn to be the best time for getting out in the convertible but this year I had to stick to the FHC TR7

To end our year, we had a potluck Xmas dinner mid-November so as not to get caught up in the Christmas mayhem. We had a wonderful evening with lots of TR Nattering and eating. The highlight of the evening was listening and watching a video of a Christmas TR song written and sung by Cazna. Those coming to the National Weekend may get to view it.





The NW is almost here, and the committee has been working diligently at putting the final touches to the weekend event. There are many aspects and challenges in organisation such an event, and we are lucky to have our Hamilton / Cambridge / Te Awamutu based members give up so much of their time and expertise to organise this event. A big thank you to them.

Below is a breakdown of entrants so far:

| | |
|-----------|-----|
| TR 2/3/3A | 20% |
| TR 4/4A | 12% |
| TR5/250 | 6% |
| TR6 | 36% |
| TR7/8 | 16% |
| Other | 10% |

73% of the entrants are from the North Island and 27% from the South Island. We also have 4 people from Australia. There are 20 cars registered for that awesome After tour. It's not too late to register for this fabulous weekend. Download the forms from the website or contact Diane Parker. If you are a South Islander, don't forget you do get a subsidy from the TR Register.

All the best for the Holiday season

Vishu Singh

Breakfast Run 5th November

Our Sunday adventure began a bit differently from usual. Firstly, it was supposed to be a week earlier, but bad weather caused it to be postponed a week. Secondly, because of a NW2023 meeting in the afternoon, we decided to run this event as a breakfast run so the committee could hold that meeting as well.

We gathered for breakfast at what appears to be our favourite spot-Joes Garage in Cambridge. After that, we all took a while to get moving. Being the last run of the year, we were all more interested in conversation than a drive. It was like herding sheep but eventually we hit the trail. The trial we did is one that is planned to be used for the Nationals 2023. This was a dummy run to iron out any bugs. To help us with this, we also invited a couple of outsiders in Triumph Stags to see if they made it to the end. They succeeded; giving the organisers confidence that anyone should be able to do it successfully.



As always, we all enjoyed our jaunts around the countryside. Getting lost, squabbling with our navigator, or driver, was all part of the planned nature of the trial. We all got to the end and surprisingly no mistakes were found.

The run was over by lunch, still time to have that picnic, enjoy Sunday lunch with the family or to attend the NW2023 meeting.

Janie Tubbs

Waikato Showcase

Ted and Shelley Waetford – Waikatots' newest member and first time TR owner

1972 TR 6



I've always had a hankering for a TR6 since the late seventies. We already own a modern convertible, plus I have a lot of motorbikes, so I had to think creatively in order to get permission for another toy. 'Classic cars are an investment, better than money in the bank at the moment!' To my surprise it worked.

In March this year I flew from Hamilton down to Waimak Classics in Christchurch to look at their TR6's. I'd done a lot of research and knew what to look for. So they were rather amused when the first thing I did was jack the cars up, don my overalls, and crawl around underneath inspecting chassis.

The Pimento red one was mint underneath, and looked awesome with the wire wheels. However Carjam research suggested it had recently been written off which was a bit concerning. I managed to get hold of the insurance company and by all accounts it hadn't had much damage. In any case it had clearly been repaired to a very high standard by somebody.



Earlier this year there was a huge backlog in ferries and we had to wait months before we could fly down to pick it up to drive back to Hamilton. The suspense and anticipation was killing me. We flew down and picked up the car on a Saturday, and planned to drive it back up on Monday morning to catch the ferry. But the very next day, Sunday, it sprung a radiator leak. Waimak Classics organised for it to be fixed first thing Monday. We couldn't just catch the next ferry, we'd have to wait weeks, and so we were pretty anxious, hoping they could fix it quickly. On the drive up to Picton, it was raining so we had the lights on. Bad idea! Smoke starts coming out of the steering column while Shelley is driving "The car's on fire!" she screams. I quickly figured it was the light switch burning out, something else I'd read about they were prone to. So no more lights and we arrived in Wellington late at night. Had to drive across town with no lights, everyone is pointing and gesturing! It was pretty nerve racking for sure.

By the time we got to the bumpy roads of South Waikato, the old rear lever shocks had had enough and packed it in. We were bouncing around every corner. Driving all the way back to Hamilton from the South Island was certainly a good way to shake down the car. Despite the issues, it ran really well. The intrepid trip home was a lot of fun and I was very happy with it. Once home, I stripped the car down in order to fully re-wire it, install a new dashboard, and convert the rear suspension to tube-shock. Shelley couldn't understand why I was tearing our 'investment' apart already. I installed a modern fuse control box so went from 3 fuses and 2 relays, to 15 fuses and 7 relays! Endless other parts were replaced throughout the car. I think I have shares in Rimmer Bros now. Parcels seemed to be arriving every week. I'd forgotten how much easier and fun old cars are to work on.



On the floorpan, I found a name along with 'Timaru' and the year 2019 scrawled on it. I searched the white pages and the closest I could find in Timaru was an A. Southgate. I phoned the number and explained I was trying to track down the previous owner of a TR6. Turns out I had phoned the cousin of Ashley Southgate, who used to own the TR. He explained that Ashley had been a lifelong TR6 fan, and this was the last one he had owned. He had only recently finished getting a lot of work done on it. Unfortunately he had a heart attack and drove over a small retaining wall. Sadly, he passed away a few days later. What a story.



I had the car back on the road in a couple months with all mods certified. It goes really well with the new suspension. What a fun car to drive and sounds so good. I don't think our Z4 will get much love anymore. We took both cars on a road trip around Coromandel for a few days with my son and his partner, which was a very cool family trip of a lifetime.



We joined the TR Register, what a real bonus that has been to owning a TR, great bunch of people. I'm chatting away with Kevin Thorburn about my car, and he's immediately saying "Oh yeah that belonged to Ashley Southgate, he crashed it but it wasn't too bad..." Turns out Kevin seems to know lots about most TR's in NZ, and their owners' sordid secrets!

Ted and Shelley

Bay of Plenty Travellers

Bay of Plenty Travellers

Unfortunately, due to cancellations and weather we have been the 'Bay of Plenty non-Travellers'. We have had two 'Pub Nights' which were well attended, and plans have been laid for Christmas and the New Year.

On December the 10th we will be heading up to Waihi for our Christmas lunch at the Downthyme Cafe [hoping the food will be more traditional than the name] and we are hoping for a good turnout and a fine day.

January should see us heading for Rotorua for the postponed Lakeside Car Show, so trusting that will go ahead, and the weather will be more settled.

Our low number of TR's are dwindling, with Duncan's lovely TR6 having been sold to out of the area, and Earle's magnificent TR5 on the market [see July's edition of Transmission]. Fortunately we are joined on our events with other Triumph cars, Stags, Spitfires, 2,500's, and even a GT6, which makes a good group.

A happy Festive Season to you all from the Bay.

MICHAEL

Hawkes Bay Happenings. .



spring was settling so a country run run to A'Deanes Bush in Central Hawke's Bay was organised for Wednesday 19th. 6 TR's met at the Oak Chocolate Factory the morning coffee, 3 TR2s, 1 TR3a, a TR6 and TR7. Yes it was good to Bruce Hislop out in his TR7 looking very smart in bright green. Some catch-up chat over coffee some technical input under the bonnet of Paul Barbs 3a with a clutch issue. It was making some horrible gurgling sounds from the hydraulics and after a few

uses would jam solid – sounded like it needed a good fluid bleed. More later.

4 cars set off on the run, Paul and Bruce not coming this time. The day was perfect, blue sky and sunshine and mild air temperatures for our country drive down Highway 50 towards Ashley Clinton. Very little traffic and lovely flowing roads made for a very pleasant drive. We turned right off SH50 and past Sherwood School and found the entrance to the Bush. What a surprise to see the carpark full of cars, we expected to have the place to ourselves and fortunately we only had 4 cars because as that was all the room left. Turned out it was a school group who were almost at the end of their visit. We had a peaceful walk through the bush with mostly matai, kahikatea and totara with one giant about 600 years old, 34m tall and 3.6m in diameter at the base. Lunch at one of the picnic tables and more chat – finally a lovely day for a TR outing. Oh and the problem with the clutch was a failed rubber hydraulic hose, thanks to Colin Grant for the help.



Sunday November 13th, another of those days amongst an unsettled weather period but it dawned sunny and warm so our TR run to Trelinnoe Gardens was go, even with some showers predicted for the afternoon. 7 cars of TR's gathered at Snapper Café in Bayview for coffee and catch-up chat before 5 headed up SH5 towards Taupo for about 40minutes to the turn-off to the Gardens, 2 TR2s, 1 TR3a and 2 TR6s in convoy. The drive in is about 4Km of shingle road but in quite good repair. We arrived at the carpark and walked down to the defunct Café where we found a map of the property's gardens and proceeded to wander around the numerous tracks.



The gardens were planted from the 1960s by John and Fiona Wills and now cover about 12 hectares, a large variety of trees, Rhododendrons which were in flower and many other colourful plantings including large unblemished water lilies in the small lakes – some of our group lamented that there were no frogs sitting on the lily pads, maybe we were too noisy. A lovely

wander around a large part of the garden of course worked up an appetite so lunch was called for. We sat around the café veranda overlooking part of the gardens and sated our appetites at which stage a few spots of rain began to fall, so maybe it was time to head for home in case it got too heavy. A pleasant drive home with the wipers on for a couple of very short periods, but not enough to get wet inside our open cars. A perfect TRing outing!



Our final event for 2022 was our Christmas lunch at Crab Farm Winery. 8 TR's arrived with 13 diners plus 1 modern with 2 more. A warm but windy day with rain threatening again but TRers are a hardy bunch so we were not deterred, 2 TR2s, 1 TR4, 3 TR6s and 2 TR7s.



A lovely lunch was served and devoured by our team along with the odd tipple. A noisy lot with much catching up about recent holidays and plans for Christmas. A good turnout to end our year and look forward to our New Year Fish & Chip run to Haumoana beach on January 5th.

A very merry Christmas to TRers all over the country, we hope Santa is kind to you all, and 2023 will treat you well.
Regards from the Hawke's Bay TR Group.

Happy TRing, Graeme & Joy



THE TOP O' THE SOUTH REPORT

Greetings all.

It's been a disruptive couple of months in the Top O' The South. Covid's making its presence felt, and state highway 6 - Blenheim to Nelson is closed for storm damage repairs.

(sorry to interject Bill, but every cloud etc. The airline I fly for, OriginAir, is doing a roaring trade flying passengers twice a day between Blenheim and Nelson while the road is closed. Cold comfort for those who are inconvenienced though. Dave (editor). To continue with Bill's report however...)

The saga with my TR3a continued, and Leon spent a good deal of time trying to resolve a crank but no start issue with his TR4. His account follows below.

Starting Woes

During the coldest part of winter I had a terrible time starting my TR4 from cold. I would pull out the knob as usual then turn the key to start. The engine would turn over a few times then fire but as soon as I let the key go back to ignition it would stop dead. This would happen several times then eventually start and run okay.

First I thought it might be the key switch as it stopped dead as soon as I released the key. Another switch was borrowed and installed. No difference. Let go key on first fire, instant stop.

After about three weeks I discovered the outer choke cable had slipped in its clamp therefore I was attempting to start a cold car with no choke.

After more than fifty years fiddling with cars I feel embarrassed to tell you all this story. The only consolation is now knowing you can teach an old dog a new trick.

Leon Broadbridge

From Bill – Finally, The End Of A Saga (see back cover)

I've made rash promises over past months, but finally my TR3a is back on the road. Late in November I completed the last of the tasks, and with a new w.o.f. and fresh registration, we went for a very short run, a teaser of what lies ahead. The car's back home now, in its rightful garage. And I'm indoors. Barricaded in. I fell victim to Covid, so here I sit while the virus runs its course. An inconvenience for sure, and I've been denied some extra time behind the wheel.

The Covid enforced downtime allowed for reflection, to mull over the things that kept the car off the road for 21 months.

The engine re-build in Nelson went well enough, but was let down by the incompetence of our local garage, failing in their bid to install the engine back in the car and get it running. They messed about for months. Each time I inquired they had a different reason for the engine not starting. I gave them an ultimatum. They admitted defeat. The garage owner and his head mechanic towed the car back and left it with me. They confessed to being stumped, apologised for not sorting it, and retreated.

I set about my task, daunted knowing two mechanics had failed. So, as an aid and reference, I recorded details, making note of faults found and of adjustments to make. And the list of faults (damage caused by the local garage) was substantial, and the settings they chose were a major departure from those specified in the workshop manual. There was never any possibility the engine would run. Instead of a 15 thou distributor points gap, they had set the gap at 3 thou; the ignition timing was miles out; the fuel level in the front float chamber was set too high with fuel running out of the jet assembly; they'd messed with the jet assembly and destroyed the seals; the mixture was enriched to the maximum instead of the recommended 12 flats. They'd removed and then reattached the float chamber assembly, in the process completely rounding off the shoulders of the stud that fastens the float bridge to carb. I took the throttle body to an engineering shop to extract the damaged stud. They'd used incorrectly sized seals to mount the float chamber. Serious leaking there too.

The rear carb was in a similarly poor state with more damage at the hands of incompetence. The mixture was set far too lean; the jet wasn't centred with the piston hanging up; running too rich; the jet seals were badly leaking; the float bowl mounting had been messed with, it too was leaking profusely. And they messed up the fuel supply, connecting the fuel line from tank to pump with the combination of an olive (too short) supplemented with a rubber 'O' ring. Eventually the 'O' ring became dislodged and was sucked into the pump head where it jammed against the inlet check valve and impeded petrol flow.

The garage failed to diagnose the blown condenser. And they caused electrical damage. They returned the vehicle with the spot light no longer working; the fog light no longer working; the left hand dip beam out of action; the heater fan not working; the horn out of action. And along the way they lost parts. They couldn't find my two TR branded rubber floor mats; they lost the thermostat housing; they lost the spare head gasket that we had especially made. The car came back with the odometer mileage setting mechanism broken from the speedometer casing and missing, and there had been a significant spill of used engine oil on the bell-housing carpet. But all's rectified now and perseverance has paid off. I wait for Covid to depart, and the opportunity to break in the rebuilt engine.

Welcome To Simon Pimm

We're pleased to end this report on a bright note – a very warm welcome to Simon Pimm. Simon recently joined the Register and is now a member of our Top O' The South group. Being a resident of Richmond, and the owner of a TR7, Simon will be in good company. We have three TR7's living close by. Simon and his TR7 Coupe will fit right in.

The Road Ahead Looks Promising

State highway 6 is due to reopen by Christmas, there's a TR3a with a new heart, and the Top O' The South group is about to reunite. We look forward to sharing road time with recent new members Simon Pimm, Michael Myskow, and Chris and Lyndie Henry.

From the Top O' The South, seasons greetings to all, and best wishes for 2023.

Bill

Canterbury Tales...



Our TR-udi, looking splendid

Welcome fellow **TR**-ouppers and gentlefolk. Hope you are all keeping well and getting on top of your TR projects ready for next years Nationals. Well, it's been a pretty busy period, all the trips we planned and meals we booked were very well attended, and many of us, including me, are well on top of our projects.

The nationals are creeping up and, us down south are praying to the TR gods that we are still able to make it!, We're booked and I know a lot of our gang are as well, so fingers crossed!.

So!!! What we've been up to?

September

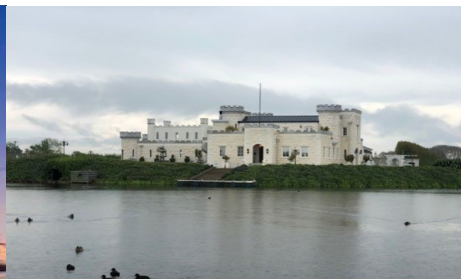
We didn't organise much with the club in Sept, as I had a new hip fitted which all went to plan except for further surgery following a wound infection which put me in hospital for another 14 days.

Although we did attend the Distinguished Gentleman's Drive held on Sunday 25th September. This was in aid of men's prostate cancer and mental health awareness, and it was great to see this very worthy cause well supported by TR Register members. We both made the effort and dressed up all Dapper for the event.

October

"Spring Into Action" Oamaru Long Weekend away

Well, our weekend away to Oamaru was a huge success, and although we were down on the numbers we had hoped for we all had a great time. The weather forecast did look a bit iffy but as it turned out, it was brilliant. First up morning coffee at Lushingtons at Tinwald for morning coffee and a browse around the gift shop before we continued south to Riverstone Castle for a delicious meal at the Cafe there and a peruse around the various old buildings loaded with arts, crafts and gifts. Those that also visited the Castle were also pleasantly surprised. Drinks followed by a really good well-priced meal at Brydone Hotel finished off the day well. Next morning we travelled around the superb back roads around the limestone rock formations through to Duntroon where we enjoyed lunch in the sunshine at the Flying Pig, also checking out the Vanishing World Fossil Centre and the Olde Blacksmiths and Gaol. Driving back to Oamaru we stopped to marvel at the amazing Elephant Rocks. But wait there's more! Scott's Brewery looked after us well with their fine array of craft beers, and the ability to order whatever you wanted online without even having to get off your seat. Carole & Mike confessed that they got carried away a bit but nevertheless it was just as well they could offer a few extra dishes around while everyone else waited for their traditional orders to arrive! Some of us then watched the very special arrival of the Little Blue Penguins as they scrambled up the beach and home to roost amongst the rocks, followed by a rather enjoyable pub crawl! Lots of fun and laughter and maybe even a few sore heads the following morning! Thanks to Malcolm & Yvonne, Bryan & Carol, Dave & Belinda Rooney, Chris and Sue for all your kind words, your company, and for making it a really memorable weekend.





November

Monthly Run

So now summers here (well almost) it was time for a picnic, so we loaded up the TR's with picnic baskets, chairs and of course our favourite snacks. we set off, and with 9 cars in tow we took a fantastic drive through the beaches at Sumner over Evans Pass and around to Lyttleton harbour followed by a jaunt around the Bays ending up at the Gatewood Market at Tai Tapu for a Picnic a great kick off to the Season

Monthly Meal

We had a great time this month, 21 ravenous TR-oupers turned up at Armadillos in Belfast and pretty much devoured all they could offer! This was the second time we had been there. Last time it was a huge success, especially their signature dish \$20 ribs and with a house pint for \$5. This time it was equally successful. There were plenty of other options on the menu as well as a good selection of beer and wines. It was a great night. One to remember for the future.

We would like to wish you all a very merry Christmas and a Happy New Year, let's hope those borders remain open and we can enjoy TR ing around the country



Mike & Carole Lester



Deep South Transmission Report. December 2022

The last report for the year. It has certainly been a year that we would not want to repeat in a hurry.

The Deep South Group has been struggling like most of the other branches in the country with members worries about covid and the ramifications of getting it. We are lucky as we did not have to cancel too many meetings and events. If we did, members were very understanding.

Lawrence Heritage Day

In early November the Higgs and the Paytons decided to go for a run up to Lawrence to the Lawrence Heritage Day which they hold once a year. The idea was to motor up in the TR's, meet up with the Shepherds and to enjoy the Heritage celebrations of the Lawrence' community. Unfortunately, on the morning of the run there was a fatal accident on the road just north of Milton and the SH1 was closed until further notice. A detour had to be put in place to circumnavigate the accident scene which put us around some pretty horrendous back roads. (Thick gravel, unbelievable dust, very narrow and lots of cars driving with their lights off!!). The same detour was necessary on our return journey, such fun! Needless to say, we did not take the TR's but instead went in Gail's Alpha. It turned out to be an enjoyable day as we managed to have a good look around some of the historic houses that Lawrence is known for and enjoyed a lunch put on at Marama House by Anne and Peter Shepherd.

The Deep South End of Year Tour

We have just returned from the last event of the year, The Deep South End of Year Tour. The Dunedin members headed out from the Sunnyvale Sports Centre to meet up with the Central Otago members at Raes Junction. Illy's Cafe in Tapanui was our destination for morning tea and an opportunity for a catch up with what has been happening around the traps since we last met. It was lovely to meet with a couple of our Tapanui members, Norma and Alan Park, at the Cafe and find out what they had been up to lately. We are pleased to report they are both well and in good health. And they send their regards to all their TR Register friends.

On the way we had the opportunity to have a close look at the new Beaumont Bridge that has been years in the planning and is now well into the construction stage. It will be strange, in the not too distance future, to not be rattling and banging over the old bridge, it has become such an integral part of Beaumont and this part of the road when travelling to and from Central Otago. All is not lost though as they have promised to make the bridge into part of the cycling trail in the area.



Our destination for our picnic lunch was a mystery venue somewhere on the road to Te Anau. This turned out to be “The Fjordland Military Museum” on the road between Mossburn and Te Anau. Unfortunately the weather had

taken a turn for the worse and it had started to rain quite heavily which made an outdoor picnic impossible. Thanks to our hosts at the museum they made us welcome to come inside the display hall and have our picnic amongst the military vehicles while they entertained us with stories on how they came to acquire and put together the display.

A great place to visit with an impressive collection of military vehicles and military hardware. It certainly made collecting TR cars pale into insignificance when you saw the number of trucks and things military the owners have collected over the years. They even have a cruise missile that is nuclear warhead capable! A bit sobering when you are sitting having your sandwiches!

From here it was on to Te Anau and the Distinction hotel, our accommodation and dinner venue for the night. Everyone met in Trevor and Jane's room for the obligatory run down on what had happened on the road, lots of discussions on cars, life in general (with some liquid refreshments and nibbles to keep us going) before moving on to a smorgasbord dinner. It was remarked on how it was some time since we had shared in a smorgasbord meal as Covid had put a stop to them but we certainly enjoyed this one and were inclined to fill our plates with that little bit extra.

We awoke on Sunday morning to a light dusting of snow on the tops of the mountains surrounding the lake which put paid to some of the entrants wearing shorts as they had done on Saturday! But as we made our way back through Northern Southland the sun came out and we enjoyed some of the super roads, often very long and straight, and lack of traffic which makes motoring so enjoyable in this area and South Otago.

Our destination this time was Balclutha and the Rosebank Lodge for lunch and the chance to say farewell to our Central Otago members and also Dave and Jenny Tong who are regular participants in our Deep South Runs.

Our thanks to Lauren and Pete for putting the run together. The end of a perfect weekend and another year.

It only remains for all of us here in the Deep South to wish the rest of the TR Register members of New Zealand a Merry Christmas and a great, prosperous and Covid free New Year.

Trevor and Jane

Vintage Car Club 2 Day South Island Targa Rally

I recently competed in the Targa Rally with my friend Wes as navigator. A total of 34 cars were entered in the VCC group ranging from the more esoteric - a Jowett Javelin and a Renault 12 for example - to the usual MG's, Austin Healey's and Jags (including a couple of C type replicas). There was one other Triumph - a Spitfire - but mine was the only TR. All the cars were in great condition and well prepared (although this was minimal - fire extinguisher fitted, tow points identified) but they were clearly there to be driven - they weren't museum pieces.



Gordon and Jarrod in their Series 1 E-Type

The rally itself consisted of seven sections per day with the aim being to complete each section in a set time. Every second you arrived early or late at the finish incurred a penalty, and the lowest total at the end of the rally was the winner. There was a minimum and maximum speed limit so to achieve the target time you tried to drive at a set average speed - a Sunday drive through the straight sections, then a heavy right foot on the twisty sections. As the road was closed off you could use both sides of the road so there was always some spirited driving required through the tighter sections but without ever having to get out of your comfort zone.



Wes and I preparing to show the two Healeys' how it's done!

A few drivers couldn't do the Sunday drive bit and treated the whole section as a time trial - flat out on the straight sections as well as the twisty bits - but to my mind this seemed an expensive way of having fun. A track day would be a cheaper option and safer - we passed a number of damaged cars from the first group (the serious rally drivers) including one spectacularly rolled Escort. I believe some moderate injuries to driver and navigator so best wishes to them for a speedy recovery.



We opted to aim for the set time for each section and despite this being our first time in the rally we somehow managed to win our group. The Nelson weather lived up to its reputation and we had a great couple of days driving, followed by a dinner and prize giving and a chance to meet some of our fellow competitors.

A great experience, and definitely one to be repeated in the future.

DAVE

Thermostat Replacement In Sidescreen TRs

I have not posted for a number of years, mainly because my TR2 has been running fine and I don't cover that many miles each year. However I recently had to replace the thermostat because it was sticking, and I was suddenly reminded how limited the space is around that area in the sidescreen cars. I cannot remember when I last installed a new thermostat, it was probably when I completely rebuilt the motor about 15 years ago.

For those of you who may be interested here are a couple of tips. Obviously you have to remove the upper radiator hose to split the housing to allow removal of the thermostat, and space is rather limited unless you remove the front shroud, but that can be avoided with a bit of patience and ingenuity.

1. First of all remove the upper radiator stays to improve access.
2. Loosen the lower bolts holding the radiator to the chassis, but don't remove them. This allows you to tilt the radiator forwards to give more gap between that radiator and the thermostat housing so you can wiggle the hose off.
3. When replacing the thermostat take care to remove all the old gasket and clean the two faces. When you insert the new thermostat make sure it sits properly in the shallow recess machined in the housing on the head. The first time mine slipped down a little so the gasket failed to seal properly. (Of course I only found that out once I had finished the job, re-filled the cooling system & started the motor!) After some swearing I then repeated the whole job taking extra care to clean that shallow recess and using a small dab of gasket sealer at the bottom of the recess to help hold the thermostat in place when re-assembling. This time it all worked perfectly.

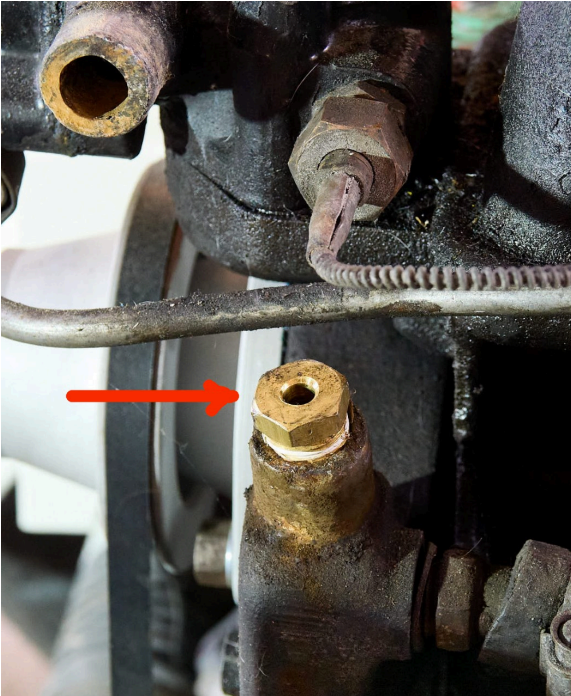
I was interested to see that my old thermostat was the proper old "skirted" style which is no longer available from most parts dealers (except Moss Motors who have had theirs made up especially, and rightfully charge a premium for it, along with Revington TR UK). I replaced it with a standard 82deg. thermostat for TR4 available from my local parts store off the shelf at a very reasonable price which surprised me a little. I had read about the sleeve/skirted type thermostat and how it works in conjunction with the bypass hose, but a survey of the major TR specialist companies showed that they all supplied the standard modern style so I felt fairly confident with doing this.

However it does involve a minor modification to allow it to work properly. Much has been written over the years about what happens if you do this replacement with the new style "un-skirted" thermostat, all believe that you should either block off the bypass hose or put a restrictor in it. TeriAnn Wakeman in the USA has an informative article about these thermostats on her comprehensive website and maintains you must not block the bypass completely. Revington TR have a useful article about this on their website & they believe it quite ok to block off the bypass completely so long as you carefully run the motor until it comes up to operating temperature and the thermostat opens. Bob Schaller in the USA wrote a very useful booklet in 1984 (titled "more BS about TRs") on running our sidescreen cars in their modern day US traffic. They had to deal with much higher ambient temperatures in many US states than the 'Brits' ever had to in the UK and spent some considerable time improving the efficiency of the TR cooling system. His recommendation was to put a restrictor in along with an overflow bottle, plus a heavy-duty core with the hole for the crank handle deleted. He estimates eliminating this hole adds about 20-25% extra cooling capacity!

I therefore put in a restrictor with a 1/4" hole as suggested in the UK TR register chat line, that apparently mimics what the factory did with the late TR4A's when they fitted the waxstat thermostat as standard, and thus reduces the need for extra care when starting from cold if you follow the Revington TR suggestion to block it off completely.

To do this is relatively simple and cheap. Firstly you have to remove the bypass hose, and the bottom hose from the water pump housing. Various articles suggest all sorts of plugs including wood, but the neatest way is to fit an ordinary 3/8"BSP BRASS plug as suggested by Bob Schaller with a 1/4" hole drilled through it. This can be easily done with a cordless drill as the brass plug is relatively soft. DO NOT use a cheap cast iron plug! With a 3/8"BSP Taper tap carefully thread the inside of the water pump housing where the bypass hose fits. This tap should be readily available for only approx. \$30-40 - much cheaper than importing the skirted thermostat. You only need to partially thread this about 15mm in as the BSP plug is tapered the same as the tap is and will seal adequately with some plumbers pvc thread tape, test the fit as you go.

The brass plug is softer than the cast water pump housing so will not damage it if you do not screw it in too tightly, and with the bottom radiator hose removed the swarf from the tap can be easily removed so it doesn't get in the cooling system and damage the pump or radiator core. Replace the hoses and it is done. Simple!



A quick test drive showed that my system now stabilises at a slightly lower temperature than it previously did. Maybe my old thermostat was not opening completely?

F.Y.I. I do have an upgraded heavy-duty core in my radiator with no hole for the crank handle, an electric fan, plus I also converted to a sealed system with an overflow tank as suggested by Bob Schaller, still running a 7 lb. low pressure rad. cap, all fitted when

the motor was rebuilt. I never need to top up the coolant now. (I run 45mm side-draft carbs and a worked TR4 head so my motor is a lot more powerful than standard thus generating more heat, but has never run hot with this setup)

Note that the information provided in this article is provided on the basis of "all care but no responsibility".

REFERENCES:

<http://www.tr3a.info/thermostat.htm> (TeriAnn Wakeman)

<https://www.revingtontr.com/product/107590/name/thermostat-in-housing>

Stay safe everyone! **Alan Dunscombe**

History of the Triumph TR Sports car

The very first Triumph car was sold in 1923, and sporting versions followed almost at once. Ownership changes, several in fact, did not seem to have any effect on the pedigree of its cars. Until 1939 they were proudly independent. Financial problems then threw them into new hands during World War Two. Standard bought Triumph in 1945, were themselves taken over by Leyland in 1961, and then became just one part of the British Leyland Empire in 1968. A steady process of rationalisation went on well into the 1980's.

Triumph sports cars heydays - era of the "Classic" TR's in the 1950s; and there were the enormously innovative 1960's when the TR4, 5, 250 and 6's were joined by Spitfires, GT6's and the Stag. The 1970's saw the TR7, TR7V8 and TR8.

With remarkably few exceptions, a sporting Triumph has always offered excellent performance and value for money, and was as simply engineered as the performance level allowed. The Triumph car brand has always been at the forefront of new developments such as disc brakes, two speed wipers, IRS and fuel injection.

There have been many interesting Triumph cars built from the 1920's such as the Supercharged Triumph Sports and in the 1930's model names such as the Southern Cross, Gloria and the Dolomite Straight Eight. From the 1940's Triumph 1800 Saloons & Roadsters were popular. 1950's, 1960's & 1970's TR and Spitfire ranges were strong sellers in the USA and around the world, which sold until the end of Triumph in the early 1980s. Many of Triumph components were used in other marques or derivatives such as Morgan, Italia, Swallow Doretti and Dove cars.

Triumph also had a strong competitive motor sport department, which operated in rallying and racing from the early 1950's to the 1980's, and many works cars and developments of these models benefited production cars directly. The silverware won through the years has been quite substantial.

Nigel Hayman, Top Of The North

The Registrar Reports...

Registrar report to 25 November 2022

At 10/22:

TR7DHC rego ALC796
TradeMe asking \$22,500. Pix on file.

Engine has been professionally reconditioned in the last 10,000km and engine bay repainted. Carburettors have been fully rebuilt. New soft top, new carpets, new interior door cards, new fuel tank. Seats have been re-upholstered during time of ownership. Concours winner. Rangiroa.

TR6 rego HED713
TradeMe asking \$69,950. Pix on file.

The car had a ground up restoration by TR Great Britain, Cambridge, England in 2006. Today, the car is still in immaculate condition as the photos show. It was imported into NZ in 2013. When restored, the PI was changed to 3 twin side draft Webers and the car given electronic ignition. It was further upgraded, being given a TWM sport manifold with extractors, a sport stainless steel exhaust system and vented front discs. It now develops 200 bhp. It has the A type overdrive and so overdrive in 2nd, 3rd and 4th. It has 5 knock on, knock off Minilites, leather upholstery, burr walnut dash and door cappings, a wooden Moto Lita steering wheel and chrome roll bars. The car came 3rd in a TR National Concours 2 or 3 years back

TR4 comm no. CT34454-O; rego 64TR4;
At Waimak Classics via TradeMe asking \$55,990. Pix on file.

Previous Owner 23 years. Beautiful condition – very nice example throughout, very straight body with good paint for age. Upholstery in top condition. Soft top in good condition. This is a tidy example and represents good value for money

TR7 rego. TR777**On TradeMe asking \$14,000. pix on file. See earlier entries.**

Now with new member Simon Pimm, Richmond. 1977 Triumph TR7. Fully rebuilt 2 litre with receipts, 5 speed manual. Fully rebuilt brakes with receipts. Drives and handles amazing. Beautiful classic British sports car and potential Pre78 Classic Race Car. New Testing Station WOF. Genuine mk3 bodykit, very rare. Private plate included TR777, Webasto style sliding sunroof. TR8 V8 radiator for extra cooling. Loads of history and receipts. It is a very fun and well sorted classic car. Parts are cheap and easy to get. A great and affordable classic car that is rarely seen nowadays.

TR6 comm. no. CP21659? rego. REDTR6**On TradeMe asking \$65,000. Pix on file:**

Lovely original car, last owner 28 years, extensive work carried out over the years and miles of paper work to support. Bare metal respray 12 months ago. Complete with original hardtop and parcel shelf. Drives exceptionally well, very easy to start. Not a concours car but could easily be if so inclined.

TR6 comm. no. CF27159, engine CC7668E, rego. GJK153**Pix on file**

Green; with new member Alistair Ross, Albany. Exported UK to USA 1974; Australia 2010-2012 (converted to RHD); Christchurch 2012 – 2022; sold ex Waimak Classics 10/22 to Alistair Ross.

TR7 rego. BWF780**On TradeMe asking \$9750. Pix on file**

Mechanically very sound, paint starting to craze in a couple of areas. Heater and radio work. Has new W.O.F. and registration. I have numerous spare parts that could go with it.

TR7DH comm. no. SATTPADJ7AA 407835; rego. PLF32**Pix on file**

Metallic green, off-road since 1997, now mobile with Bruce Hislop, built six weeks before end of production, was champagne gold.

TR2 comm. no. TS3428-LO, rego BC7292
On TradeMe asking \$38,000. Pix on file

NZ new imported car in 1954 and with original number plates. This car is in very good condition, mechanically sound, performs excellent and great to drive. Rego and WOF both done on the 5th November 2022. 2000cc, 90 BHP, Twin SU carburettors, 4 speed gearbox with overdrive. Reluctant sale, owned and restored by present owner over the past 20 years. Chassis and body-off restoration including new floor panels and door sills plus a full engine recondition. Only 19,800 miles done since recondition. Not sure on total car mileage. The usual British car oil leaks. Hood and Tonneau cover have small repairs but don't leak. On Michelin tyres plus one new spare. Reason for selling, too many cars (5) and have run out of garage space.

TR5 comm.no. CP2709, rego. FEM357/now EH529
For sale in TRansmission July 22, now listed on TradeMe.
Asking \$95,000. Pix on file.

Earle Otway Katikati selling.

Christmas Greetings, and the best of everything for 2023

Kevin

Spare a Thought

Spare a Thought

Well, the good news is that the Moss spares and indent order is in NZ and should be with me and checked off by the time you read this.

By comparison, the Rimmer back-up order, which I closed of several weeks after the Moss order, has already arrived.

The unfortunate down side to the latest shipments is the hefty increase in shipping and handling costs – which will have to flow thru to the sell prices.

So, if I can find my Santa hat, it looks like the indents could all be away and the shelves restocked in time for Christmas.

That's all for now.....

Happy Fetting.

Ian H.

TIPS AND TECHNICALITIES

Most of us are not using the standard size tyre that the cars left the factory with and on the TR 6's, find that the spare wheel cover board sits a bit proud of the side panels, just sitting on the spare wheel. An easy solution without having to make height extensions to the board runners is to fit a length of door draft trim (Windlace--Furflex or Vinyl with the rubber bulb on the side). This is neat and enough to lift the board up enough to clear a 195 or 205 spare tyre.

By now most of you will have changed your oil and filters ready for the Summer and perhaps the trip to the Nationals in Cambridge. One thing that also needs attention is the Emission traps on the right side of the 6 cyl. Motors, between the Rocker cover and the intake manifold. A soak in petrol or a blow out with Brake cleaner should do the job. For early car owners both the Sump vent and Rocker cover vents should be kept cleaned out to prevent pressurising the motor.

When you have to replace the outside Universal joints on the independent rear suspension cars the UJ kits are usually sealed units or greaseable. If the kit has long grease nipples replace them with short nipples otherwise the first time you go over a bump the long ones will either break off or bend. These UJ's are generally the first to give up as these never get greased, they are almost impossible to get a grease gun into. To solve this problem carefully measure where the grease nipple is then drill a hole approx ½ inch through the bottom of the trailing arm in line with the grease nipple. Makes a hard job easy.

Ken Pfeffer

TRansactions

TRansactions

For Sale

1 0 1 0 8 1 6



1982 TRIUMPH CONVERTIBLE \$16,000 ono

This is the last year of manufacture of the Triumph sports car and it is in excellent condition, always garaged, and comes with near new mohair hood, battery circuit breaker, moto-lita steering wheel, custom roll bar, lockable fuel cap, wool seat covers, custom boot spoiler. Accumulated spares include 2 original factory steering wheels, replacement windscreen, two sets of mag wheels and tyres. The car ought to bring a lot of driving pleasure for the new owner as it has been well maintained. The retiring owner may consider near offers.

Ian Macpherson, Napier. 06 833 6966 / 027 490 9578

TRansactions

TRansactions

For Sale

1966 TR4A



1966 TRIUMPH TR4A \$59,990

This TR4a CTC 74299 was made in November 1966 and registered new in NZ in March 1967. It underwent a restoration in late 1980s and is in very good condition. White with red upholstery, surrey top with black hardtop, chrome wires and overdrive, and personalised number plate (original plate was EP1990). Recent engine work includes balanced crankshaft, new camshaft and aluminium head. Heritage Trust Certificate and original Owners Handbook.

Graeme Thomas. 022 4001367

TRansactions

TRansactions

For Sale

TR Tool Roll

including - Grease gun, Hub cap removal tool, 2 X Box Spanners, Brass Tyre valve removal tool, Adjustable Spanner, TW Pliers, 2 X Dunlop Tyre levers, 7" Screwdriver, 2 X Superslim TW spanners, Headlight rim removal tool Stanpart 118971

This is an almost complete set of original tools for the TR complete with roll and in excellent condition - **\$450**

Pennant Wheel Brace 7/8" \$35

10 X Tenax buttons, plus fitting tool \$95

TR Side Screens with Dzus Fittings - pair \$450

Pair Perspex sliding windows \$60, Single slider \$20

TR Timing Chain Wheel and Camshaft Wheel
Moss part numbers 057113 & 055971 – new \$135

Photos available

birdsall@xtra.co.nz

Yes - It's Approaching that time of year!

Christmas Gifts

From Varley in Nelson:

Hello David, we just had our family mid winter Christmas as we don't do it at Christmas as it's too hard to get everyone together. We go the full works. 17 of us, we draw a name to buy for one person "Secret Santa." Turns out our daughter picked Leon. She bought some undies at Farmers and used her cricut to print on them. Good suggestion for Christmas for all the Triumph fans.



When she says "fine go ahead and do whatever you want"



MERY CHRISTMAS TO ALL





