

TRansmission



TRansmission — TR Register (NZ) Inc.

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BUSINESS
BEST OF BRITISH MOTORING DAY



Triumph TR4

John & Annabel Miles



TRIUMPH

TRIUMPH TR4
OUR TR4
The World's Best British Sports Car



TRANSMISSION

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FRONT COVER OUTER

John Kershaw racing in the 70's

FRONT COVER INNER

Trevor, "Best Standard Triumph"

BACK COVER INNER

Steve and Cazna Paynes' Triumph
Super Seven

BACK COVER OUTER

Mark and Pip Langfords' just
renovated TR5

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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 expecting this edition of TRansmission to feature plenty of Nationals coverage, so I'll start on that important topic. Again, I'm sorry I couldn't be there - I hear it was a huge success. My congratulations and thanks to the team for their hard work in pulling this together.

There were a few members unable to attend because of the impacts of Cyclone Gabrielle. Our thoughts are very much with members and indeed the wider communities affected by the cyclone. I hear that the practical support of friends, neighbours, and volunteers has been heart-warming, but for those of us a long way from the affected areas we can only offer our thoughts and best wishes for a return to reasonable normality as quickly as possible for those directly affected.

While I'm not personally involved, I know from Ian and Rona Ramage and a few other locals that the plans are well advanced for Nationals 2024. You will have seen in the emails out to all members that accommodation in Alexandra is filling up very quickly and by now is in fact hard to find in the standard motels in the town. There are other accommodation options available and I'm sure that Ian and Rona are happy to help out if you need details. Do not delay if you are wanting to come to Nationals in Alexandra next year.

It was interesting for me to read the minutes of the Forum held at Nationals where, as members, you shared what's on your minds (relating to the TR Register!).

The key themes that emerged can be summarised as

- Nationals format and frequency,
- Concours judging,
- encouraging younger membership, and
- managing our environmental impact.

Your committee has agreed to discuss these aspects over the next couple of committee meetings and will let you know the outcome of that in due course. Thanks for sharing your thoughts - as a member body it's essential that we know what's important to you.

Here's hoping that the rest of Autumn is kind for TR motoring, especially for our northern friends who seemingly haven't had a great run over Summer.

Cheers

Stephen President

NEW MEMBERS

Welcome to our new members this quarter. We look forward to meeting you at the next social occasion or TR run and hope you enjoy your TR ownership and the fellowship and assistance the Register offer.

<i>Russell & Margaret Dale</i>	<i>Temuka</i>	<i>1967 TR4A</i>
<i>Dermot Martin</i>	<i>Christchurch</i>	<i>1968 TR5</i>
<i>Simon Pimm</i>	<i>Richmond</i>	<i>1977 TR7</i>
<i>Alistair Ross</i>	<i>Auckland</i>	<i>1974 TR6</i>
<i>Keith Williams</i>	<i>Auckland</i>	<i>1968 TR5</i>
<i>Anthony and Robyn van de Water</i>	<i>Renwick</i>	<i>1954 TR2</i>
<i>Tony Graham</i>	<i>Christchurch</i>	<i>1970 TR6</i>
<i>Selwyn Pellett</i>	<i>Manurewa</i>	<i>1973 TR6</i>
<i>Glenn and Clare Rosser</i>	<i>Hamilton</i>	<i>1954 TR2</i>

EDITORIAL TEAM

TALK

Welcome to the March edition of TRansmission. Hope you all had a great Christmas and New Year (seems a long time ago now) and you've been out in your TR's. For those that have been impacted by the weather - best wishes from the us all.

A few weeks ago several members of the Vintage Car Club in Nelson headed to Christchurch to participate in the Pomeroy event. Wes - a former TR racer and my friend and navigator for the Targa rally came along with me and wrote an article for Transmission. The event wasn't too serious but the motoring tests were great fun and we finished with some laps at Ruapuna. I'll keep members informed of future VCC events so do join in, it is a great opportunity to "exercise the car in the manner for which it was designed"! I also met up with fellow Top 'O' The South members at Pelorus Bridge cafe recently. Sadly I understand the cafe is closing soon so we'll have to find another venue midway between Nelson and Blenheim.

Transmission is now a team effort - Jon Harrey, a local member, is helping to produce the magazine, so my thanks to him.

Unfortunately I couldn't make the National weekend - I hear it went well as usual but there were plenty of issues for people trying to get there. Hopefully everything will have settled down for next year - I've already booked my accomodation.

That's it for now. Have fun out there and enjoy the mag - feedback as always is welcome.



DAVE

Contact at: editor@trregister.co.nz

Triumph Nationals Cambridge 2023

With 4 Nationals under our belts we can say each and every one has been different. These weekends have become our Annual Holiday with a few days leading up to the weekend.

“Ferry crossings” the less said the better. The unpredictable nature of breakdowns the ferries were having made it into a stress we didn’t need.

“Weather” we stayed an extra night in Wanganui because of the tail end of the cyclone still dumping rain. It was a wise move and by the time we got to Cambridge two days later the sun was shining. They gave us sunshine for the whole weekend “apart from Thursday night”. We arrived and registered and were handed our packs and a rain umbrella, so the event was under way everyone chattering away and then the heavens opened up. However it was brief and skidded past by the time we went home to bed.

Our “HIGHLIGHT” of the weekend was the Sunday for the wrapping up and final prizes handed out. Outstanding venue, surprise inside what looked like a farm shed where so many restored cars were, great lunch in another shed and outdoors setup to sit in shade.

Well done Cambridge team. See you all in Alexandra next year.

Leon and Varley Broadbridge

Maybe this one can convert it to go really fast???



What happens when Old Car Guys get sent to the Nursing Home

TR Register Concours Results - Cambridge 2023					
TR2/3	1st	Tony & Liz Phillip	92%	TR3A	Red
Standard	2nd	Helen Ferner	88%	Doretta	White
	3rd	Peter & Anne Seaton	82%	TR3	White
		The Tinkler Family Trophy			
TR2/3	1st	Brian & Raewyn Cannons	82%	TR3	Red
Modified	2nd	Warrick & Catherine Orr	77%	TR3A	White
TR4/5/250	1st	Ken & Teresa Pfeffer	97%	TR5	Red
Standard	2nd	Russell & Margaret Dale	88%	TR4A	White
	3rd	Peter & Diane Parker	86%	TR4	Blue
		The Robert Johnston Trophy			
TR4/4A/5/250	1st	Merv & Kaye Thorburn	80%	TR4	Green
Modified	2nd	Alan & Gael Hylton	76%	TR4	Red
	3rd	Steve & Rob Brettell	56%	TR250	BRG
TR6	1st	Grant & Kate Burgess	96%	TR6	Royal Blue
Standard	2nd	Murray & Stephanie Booth	95.5%	TR6	Magenta
	3rd	Mike & Janie Tubbs	95.3%	TR6	Topaz
TR6	1st	Dennis & Ann Greenman	73%	TR6	White
Modified	2nd	Bruce & Yvonne Curnow	70%	TR6	Red
	3rd	Grant Simpson & Bev Denny	67%	TR6	Red

TR7/8	1st	Lyn & Val Scott	92%	TR7DHC	Aqua
Standard	2nd	Richard Wooster	85%	TR7FHC	Aqua
		The Mence Family Trophy			
TR7/8	1st	Kevin & Elizabeth Thorburn	72%	TR7V8	Blue
Modified	2nd	Vishu Singh & Cara Boyd	71%	TR7V8FHC	Red
	3rd	Barry & Sue Tervit	66%	Grinnall	Blue
		The Janice Egan Memorial Trophy			
Pride of Ownership	1st	Tim Bradshaw & Trish Seddon		TR4	Burgundy
	2nd	Ian & Eileen Harris		TR6	Damson
	3rd	Steve & Linda Martin		TR6	French Blue
Peoples Choice		Peter & Diane Parker		TR4	Blue
Presidents Award		Alisdair Keucke		TR6	Red
		The Barry Wilson Memorial Trophy			
		Brian & Raewyn Cannons		TR2	White
Enthusiasts Plate		Bruce Hislop		TR7FHC	Red
		The Classic Cover Cup			
Highest Overall		Doug & Carol Monks		TR7FHC	White

The 2023 Masters Class was not judged given that there was only one entrant.



TOP OF THE NORTH Tales

Well, what a start to the year we have had. Our sympathy goes not out to all our members who have suffered from Cyclone Gabrielle and the aftermath. We personally came through with very minor damage although our region was cut off from the rest of New Zealand due to flooding and slips. Our secondary roads which aren't great at the best of times have become main highways.



There will be commentary from other groups on the National Weekend in Cambridge. Our trip was due to start with a night in Auckland and meet up with Tony and Liz who were to travel from Kerikeri on Wednesday. Well, that plan turned to custard with Northland completely cut off from the rest of NZ due to flooding and slips on all roads leading south. Waka Kotahi managed to get a secondary road open and we made our way with Tony and Liz on Thursday.

Tony and Liz Philip, winner standard sidescreen class

What a difference a week makes as the Waikato group ordered and delivered fine weather for the National Weekend. The roads for the runs were great with not a pothole in sight and some outstanding scenery. The Northland group were well represented in numbers attending and did very well in Concours with Tony and Liz winning the standard class in sidescreens and Raewyn and myself winning modified sidescreen class and Warrick and Catherine runner up. At Sundays' farewell lunch we were awarded the Best Vibe TR as selected by the Deputy Mayor of Waipa District. An unexpected surprise.



Brian and Raewyn Canons, winner modified sidescreen class

There is never a dull moment when driving a TR and even after good preparation something is bound to go wrong. In our case, the overdrive decided not to work which made driving at 90kph on 3500rpm a bit distressing and hoping the engine would not fall apart. Back home initial investigations found the wire to the solenoid broken. With that fixed the overdrive still did not work and now a deep dive into the inner workings is required. Phone calls and emails to Ken in Wanganui have given me a lot to think about. Thanks Ken. Tony and Liz also suffered some electrical issues which saw them stranded in Whitanga for a couple of days but they got home safely.



Mid March a couple of TRs 'flew the flag' at the Waipu Car and Bike show. This was the third attempt this year to hold the event. An array of 150 different vehicles parked up for the public (and other car owners) to view. The sun shone which made for a great day.

The days are growing shorter but hopefully we will be able to get out and about in our cars for a bit longer.

Brian and Raewyn Cannons

City of Sails Area Report

Auckland Group Report January - March 2023

Hello Members All, we hope your Christmas and New Years was Outstanding, and your 2023 started with all the promise of the Good Things to come! That's what we in the Auckland Group were feeling and for the most part that's what we got ... with a couple of exceptions. My 2022 finished with my first dose of Covid and a beauty it was, and I shared it, with half a dozen of my work colleagues and unfortunately my Wife Linda. Bugger!

January however brought Sunshine and good weather (mostly) and so it was with our first organised outing as we joined with STAG Owners and Auckland Triumph Car Clubs in the annual Fish n Chip run to Kaiaua on the Firth of Thames, a nice drive with 28 cars (mix of all 3 clubs) from Ardmore Airport through Clevedon, along the coast to Kawakawa Bay then down to Kaiaua for their famous Fish n Chip's.



All the good Triumph & BL colours represented, this just some of the cars attending.



Auckland Group attendees relaxing after the drive and Fish straight from the water's edge.

February holds plenty of highlights for us, our 1st Pub Night @ the Horse & Trap, Drive your Triumph Day with the ATCC, followed by the Ellerslie Classic Car Show & Concours! Pub Night was reasonably low key with several members away, mine the sole TR at the Drive Your Triumph get together supporting Linda and her Spitfire, and with Gabrielle on the way the Ellerslie Concours was postponed until April (hopefully better weather).



Thank You, Thank You Waikato Group, for what was indeed the total highlight for the Quarter in my opinion, and likely many others. Our thoughts of course to those from Hawkes Bay who couldn't attend, you were missed by us all; likewise those Canterbury members for who the Ferry Didn't Sail.

What a wonderful time we had, from Thursday's reception and registration through to that most enjoyable of Sunday Lunch's. Congratulations go to the organisers, I can't think of any part I didn't enjoy, Fridays Concours and the surprise visit to the Classic Muscle Car & Earthmovers Museum - Wow. Then the dinner at Woodside Estate. Saturday's exploration of points North, South, East and West, while staying within speed and time constraints (at least for some LOL) with Gumboot spotting a distraction from some really gorgeous country driving again Wow! Lunch at a Country School with Gumboot Tossing, Old School lunch, and plenty of room to house all the TR's involved, and on further in to unknown and untraveled roads in the Glorious Waikato sunshine. Wow x 3. That night's Dinner at the home of NZ Rowing, Lake Karapiro, just added to the total enjoyment (am I blubbing?). Congratulations to all winners and all participants.



Sunday and surprise surprise another stunning day, which following just another fine country drive led us to our final Official engagement, at the Farm of Chris Empson and Family for another delightful lunch. What an Outstanding Private Collection awaited us there. Another Wow, Hell Yes! Thank You Chris.

For some that was it and it was Homeward bound! We others set off on the After Tour. (I don't have enough space to share what a great time we all had as we toured through Raglan, Hampton Downs, Thames, Coromandel, Whitianga, Whangamata, Rotorua and Taupo) Thanks Merv Thorburn, it was Awesome.



Plenty of Smiles from All! Outstanding

Oh, and then there was March, and the Brit & Euro Classic Car Show Wow!

It's Never Far, in a TR!

Steve

Waikato Wanderings



A Trip to Nikau Café, Waikaretu

Saturday January 16 dawned a fine day in the Waikato as 12 Triumphs met at the Ruakura off ramp to begin a spectacular drive out to the Nikau Café at Waikaretu. For Kevin and me it was a real pleasure to be in the company of 6 wedges – and we're not talking kumara here! We've never seen so many 7's and 8's on a Waikato run before. Lovely. The day just got better and better.

Vishu's enjoyment of cars and his gregarious nature saw him extend an invitation to the Auckland Triumph Car Club to join us. So, we had Paul (TR7) and Chris (Spitfire) join us. So, this goodly number of Triumph's trolled out through Waingaro and up and over the Waikaretu Valley Rd. There was beautiful scenery for the navigators to enjoy, and no tricky instructions to follow. There was a fair bit of pothole dodging for the drivers, but enough clear space for Kevin to have a few quick bursts of speed (no surprises there). After a wholesome long lunch, and plenty of conviviality around a huge table, we set off independently for home. The Nikau Cafe is worth a visit, and we would suggest booking into the cave excursion.

Many thanks to Ted and Shelley, our newest members, for volunteering to organise such an enjoyable day out. Also thanks to all the other members who turned out and added to the enjoyment of the day.



Kevin & Elizabeth Thorburn

My National Weekend Experience

Thank you to all that attended the NW 2022/2023. It was a pleasure to host you all and I hope you enjoyed your weekend here in the Waikato. I will not bore you with the details as I am sure that there will be more written elsewhere in this edition about the weekend.

Those who know me, know I am no purist. I am the one who drives a sports car with a Diesel motor in it. I have never been a fan of concours and never paid it any attention. It was not my cup of tea.

As the NW 2023 was to be hosted by us, I got coerced by Kevin Thorburn to enter my TR7V8 in the concours. He convinced me that my car was good enough to get a place. It would be good, he said, if the Waikato branch had a clean sweep of the Modified TR7/8 class in the competition. What he didn't tell me was that there were only 2 cars entered, his and Barry Tervits Grinnal. Mine would be the third, so in a way he was right; I would get a placing!

Someone thought I had a reasonable knowledge of TR's and I found myself being volunteered to be a judge. So from being somewhat of a sceptic of concours, and with no interest in that part of car life, I now found myself as an entrant and a judge.

The TR7 got a rudimentary clean inside, its first one in 5 years. In my defence, I seldom use that car. A wash and a scrub of the tyres and it was ready for its great day out. I still wasn't enthused with the idea of being part of the concours but I thought I will take one for the team.

On the day, Frank Cleary, our Concourse Master handed out the marking sheets and the cars were allocated to the judges. Dennis Greenman and I had the pleasure of judging the Michelotti cars. There was a TR4, TR4A and a TR5. All these cars had been driven to Cambridge from all over the country; none of them were recent restorations. We followed the marking sheet and Frank was on hand for any clarifications needed. It was an easy task and one did not have to be an expert on that particular model to be able to judge them.

Soon I was completely immersed in the whole process. I got to see all the nooks and crannies of these cars, had discussions with owners and other enthusiasts about items that I was not sure about, and got to know a lot about that model of TR. I found my knowledge of Michelotti model enhanced by my role as a judge. I learnt so much, especially about TR5s.

It did not take me long to start to realise why people do enter these competitions. There was a buzz amongst the entrants as they observed from afar and the spectators made their views known. I am sure one of the owners sent this young lady to point out all the good points about a particular car. I did say I would accept bribes but she wasn't forthcoming.

To my surprise, I found myself really enjoying the judging. It was fun. Well, my car did get a placing- it was second in the TR7/8 modified class. Kevin won the class. I think he wanted me to enter so he would have the pleasure of beating me. I now have a medal and a certificate to display at any car shows I go to. You can never tell if your car is a winner unless you enter. Frank gives the marking sheets back to the owners and I have noted all things to fix so I can beat Kevin next time.

All the marking sheets and the rules of the competition are on the website. I encourage you to have a look at it and enter your car next year. It doesn't have to be pristine or absolutely standard or recently restored. Just have a go. I am sure you will enjoy it, either as a judge or entrant or both.



Vishu Singh

Waikato Showcase

So you want to own a sidescreen..... I always wanted to own a sidescreen TR, even back during my teens. I loved most British sports cars of the era, but I liked Triumph's best of all. Unfortunately, like most teenagers, there was something of a disconnect between what I wanted, and what I could afford, so that desire was forced to simmer quietly in the background for the next 40 years or so. Fast forward to more recent times, and a change of circumstances meant that owning one became a real possibility. I wasn't fussy, a runner or not, I didn't care. My youth had been spent building and restoring cars, and I was up for a challenge if that proved necessary. I found various cars, but all were snapped up relatively quickly. Eventually I came across an untidy deregistered TR3 advertised in Balclutha. After quite a few emails I decided it was a lot of work, and too rough to risk buying unseen. Regardless, it sold shortly afterwards, before I could even get to see it. It seemed that even basket cases were in high demand.

Undeterred, I continued my search.



Nine months passed, and the only car I saw advertised was a US import, also located in the deep south. Once again, it sold extremely quickly, and I was left wondering just how much demand there was out there for sidescreens. Then, out of the blue, a car that looked familiar appeared on Trademe:

There was no doubt about it, this was TS18802, the car that had sold 9 months previously in Balclutha. It was back on the market again. Determined not to miss another opportunity, I jumped on the phone immediately. After the usual Q&A, we reached the issue of transportation, and although the car was in Blenheim, which was significantly closer to me than Balclutha, I still had to get it across Cook Strait. The solution, as it turned out, was that the owner worked for the Interislander, and he was prepared to get the car as far as Wellington. I was out of excuses, and agreed to buy the car unseen. At 2.00 AM on a Thursday morning, the car arrived on the night sailing. The owner and I shook hands, parked our respective trailers back to back, and rolled (the remains of) TS18802 onto my trailer. I was finally the proud owner of a sidescreen TR. The good news was that the car was largely complete, and there was very little rust in the chassis. The bad news was that it had accident damage in 2 different places, and every single body panel needed extensive dent and rust repair. TS18802 was certainly not for the faint-hearted.



Four years and 2 full sheets of panel steel later, and TS18802 was starting to take shape. I wasn't sure if it was exactly the right shape, but having looked at a lot of members cars, I figured it was close enough:





In January 2021, with repair certs, LVVTA certs, and compliance documentation all signed off, TS18802 was road legal (although still in primer) for the first time since 1980.

A special thanks go out to several club members: Steve Payne for sharing his extensive knowledge about restoring sidescreens, Kevin Tinkler for producing historic club records of previous ownership that ultimately allowed me to keep the original plate, Ian Harris, for promptly dispatching endless spare parts, and finally Peter Parker, for putting me in touch with John Kershaw, a previous owner. John subsequently provided some great pictures of the car racing during the '70's, (see Front Cover)

Restoration has been a long journey, and while many things still require attention, expect to see TS18802 around during the summer months, driven not hidden.

Neil Wright

Bay of Plenty Travellers



We managed to crack a fine day in January for our run to the Rotorua Lake Front Car Show, our small group included an Auckland member Simon Thompson. We enjoyed a picnic lunch, and viewing the varied array of classic cars.

Our normal Pub night in February clashed with the TR Nationals, so as Peter & Anne Seaton & Gary & Heather Kingston were attending, we postponed until the 2nd March when we planned our next two runs.

At Easter Tauranga is holding its Jazz Festival, which includes a classic & vintage car parade and show on Easter Monday, organised by the VCC, who are hoping to have 70 cars, so we intend to join them. [Weather permitting of course].

On the 11th March we met for coffee and chat at the Daily Cafe in TePuke, 5 Triumphs and a Holden Torano [owned by ex TR owners, Duncan & Janine].



For the first time Mark and Pip Langford joined us with their lovely, just renovated TR5, and this was its 'maiden' run since renovation. [see back page]. Taking a back road route we headed towards Whakatane, our destination being the Thornton Bar and Eatery where we enjoyed a good lunch in perfect weather, which lasted for the whole run.

Fingers crossed for some fine Autumn days for our runs

MICHAEL

Hawkes Bay Happenings .

Our first event for 2023 was a Fish & Chip run to Haumoana which we had to delay a day due to inclement weather. Joy and I went out a little early to check the availability of a good sheltered spot to consume said F & Cs. Having sorted out a spot we returned to the shop to await



the arrival of some TRs. We started getting phone calls saying the road from Clive to Haumoana had been closed due to a serious accident on the Black Bridge, which meant a rather lengthy but pleasant diversion through the Tukituki valley. Eventually four more TR's plus a modern arrived and so ordering began. As our orders were received we moved on to the edge of the Freedom camping area which was sheltered from the strong North Easterly wind that was blowing. Picnic chairs and some tables were set up and we consumed the very nice F & Cs amidst lots of chatter about TR things and Christmas/New Year events. Fortunately the promised showers didn't arrive but it was soon time to head for home, again via the detour. I was a little concerned about the amount of fuel we had in LT2, I knew there was enough to do the direct return trip but hadn't allowed for the diversion which doubled the journey distance. So a gentle drive toward home followed by a couple of others and thankfully we reached Clive where I was able to top up the tank. Moral: always make sure you have much more fuel than you think you will need.



Sunday 15th Jan and a Beach Run to Waipatiki Beach north of Napier. 6 TR's met at Snapper Park for coffee under a threatening sky, but we were hopeful the rain wouldn't arrive. After coffees and chatter 4 TR's set off to Waipatiki (3 sidescreens and a TR4).



It is a pleasant drive with not much traffic with lovely views across Hawke Bay to Napier Hill and the Port. Usually a very popular destination at this time of the year there were only a few cars in the carpark. We parked our cars and wandered down to the beach where a few people were playing in the surf.

John Hill decided this was too good an opportunity to miss and dived into the breakers. He suggested that the water was "quite warm" which of course we didn't believe, however after a paddle we agreed it wasn't too bad. Back to the cars for our picnic lunch as the sun came out and the temperature rose to become more than pleasant. A lovely day out once again and thanks to those who came along. Maybe summer really is on it's way

Feb 3rd and the north has been ravaged by rain again, our Winery run was fortunately blessed with a dry, warm day but overcast. A small group gathered at the Shed 530 winery, a new venture for a lunch and get together. 3 sidescreens, a TR6 and a 1947 Austin roadster in immaculate condition. Lots of talk about weather and such things plus the upcoming National Weekend. Some wine-tasting and platters of tasty finger food graced the table and we even had to put up an umbrella as the sun decided to show its face, at least I think that's what it was!

The next event we looked forward to was National Weekend, but unfortunately Cyclone Gabrielle had other ideas. Although the cyclone was forecast we had no idea that it could cause such destruction and disruption. All roads out of Napier were closed for a number of days as well as no power or communication. We are slowly recovering and all TR members are safe, the effects of this event are enormous on all sorts of levels. We now look forward to National Weekend 2024 after missing two, surely the ferries won't be breaking down then!! Bruce Hislop was the only one to get out although it was rather an extended journey, well done Bruce. His report elsewhere.

Our first run post cyclone was for lunch at Hygge Café attended by a dozen folk, the first outing for most TR's on a beautiful summer's day. Lots of chat catching up with our experiences of the last few weeks.



Roll on settled weather and more roads opening. We have a lot of catching up to do.

Happy TRing, Graeme & Joy

A Very Difficult Decision!

With cyclone Gabriel wreaking utter destruction on the east coast and no power or cell coverage, I finally found out the road south had opened. So I made a decision to attend in my TR7 that had only been from Havelock North to Napier twice after being off the road since 1997, so fingers crossed at 7.15am on Thursday as I headed south toward Ashurst then back up SH1 stopping at 11.am for breakfast in Waiouru. Summer returned just before Turangi and the 1st petrol stop. Then on to Cambridge where a very “nice” truck sent a large rock into my windscreen. Arrived at Kevin Thorburn’s at 3.15pm, my host for the weekend, a big thank-you Kevin. (a 358mile journey). After a quick cuppa we went into Cambridge in Kevin’s TR8 for Thursday’s Meet and Greet. It was good to catch up with many old and now new friends.

Friday concours was held in the centre of Cambridge on Victoria Square, and the standard of TR’s entered was exceptional, in one class a small amount of dirt in the boot separated them. Friday evening saw us visit the Ross Bros car, truck and tractor collection (true petrol heads) then on to a boutique brewery with beautiful food and gardens. The Saturday run was brilliant driving over good TR roads. I was lent Vishu’s Neighbour as a navigator, a lot of fun, too busy to find half the gumbouts. Saturday evening meal and prize giving was held at Lake Karapiro, what a stunning venue, all went like clockwork, the theme was sports and many participated representing various sports from netball to sailing. Sunday was a leisurely (for me in Kevin’s 8) drive to a farm in the Te Awamutu area, beautiful park like surroundings and a large collection of vintage and classic cars, including a TR6 they have owned for 49 years!

Again great food, great weather and most importantly a BIG THANKS to the organisers and our members who make these Nationals the event of the year. I was awarded the enthusiast plate but unfortunately when I went to speak my emotions caught up with me. As I only just made contact with a long standing members Ian and Elizabeth Macpherson who lost everything in the cyclone and were rescued off the roof by jetboat, I'm pleased to say only minor scrapes etc., but like everyone affected it's going to take a lot to remove the hidden scars.

Big thanks again to Kevin, **Bruce H**

Wellington Wafflings...

Wellington Area Report, March 2023

At this time every year Wellingtonians customarily complain about how rubbish summer has been and hope that autumn will be better (sadly, it often is). This year, however, it seems wrong to moan about not having a more tropical climate, so instead I'm just going to extend sincere condolences and best wishes to all members whose summers have been disrupted by recent 'weather events'.

Those events, along with the failings of the Cook strait ferry service, meant that some of the people who I had been looking forward to catching up with at the Waikato National Weekend couldn't make it. This was a great pity, as the organisers did a brilliant job choosing venues and driving routes and ensuring that the sun shone all weekend. It is just unfortunate that they forgot to arrange for similar weather throughout the country during the days prior to the event. Something to note for next year.

Ken Saville's TR3A at Wellington Brit/Euro car day



As it was, after raising a glass to absent friends, team Wellington had a very enjoyable and successful weekend. Nobody's car broke down or fell apart (well done Grant), and in spite of the Group Leader's worst efforts we still came away with a good share of the trophies (go Doug and Carol!). But, most importantly, we also fielded the best-looking netball team. Watch out Alexandra, here we come!



Meanwhile, back in Wellington, a short break in the weather in mid-February coincided with British and European Car Day. The highlight of this event, as always, was local register stalwart Ken Saville's TR3A, appearing with a supporting cast of Jaguars and his newly acquired Alvis TC21/100 'Grey Lady'. I have sometimes worried that Ken may be too susceptible to the superficial charms of the pouncing pussy cat, but the Alvis reassures me that he is, after all, a gentleman of refined tastes.

Jonathan

Coming Events

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



THE TOP O' THE SOUTH REPORT

Vehicles of Special Interest Show



Rotary held a vehicle show at our local Picton school. I went along, raising money for the cause, and raising the flag for Triumph. Timed to coincide with the Maritime Festival, it was a hugely successful event, and the closing procession of show vehicles parading through Picton township was very well received. Next year there's to be another. I'll arrange some Triumph company.

Drive Your Triumph Day



Four cars turned out to celebrate Drive Your Triumph Day. Our TR3A, the Broadbridge TR4, Chris Henry's TR6, and Peter Mitchell's Triumph 2000, posed for a photo outside Blenheim's VCC premises. We then embarked on a brief drive to the Runway Cafe. They served a very enjoyable morning tea. A pleasant way to conclude the outing.

Lunch at Pelorus Bridge Cafe



It was a case of third time lucky, two earlier attempts to stage the Pelorus run having been rained off. Persistence paid. The sun shone and six vehicles took part. Avril and I from Picton, Leon and Varley, Blenheim, Jon and Cheryl & George and Helen from Wakefield & Michael and Bernie Myskow from Nelson lent our cars to a very colourful line-up. And Dave North elbowed aside his editorial responsibilities and joined us, his TR3A combining to produce a trio of sidescreens.

There was time to especially greet new members Michael and Bernie and their ex Hislop Long-door TR2. It's in good hands. And amidst the crush of tourists, a dining table. We sat outdoors, and surrounded by native bush and bird-song, indulged the cafe's menu.

We Welcome New Members Anthony and Robin van der Water

It's more a 'welcome back' than a welcome, for Anthony and Robyn have gone full circle. TR Register members years ago, they stepped away to focus on business. Now with time to indulge classic car interests, they've renewed their membership. For years they've had an old TR2 secreted away in the rear of their shop premises. Its the beneficiary of a re-build. Good progress is being made. All paintwork has been stripped, new sills and battery box fitted, and a section of boot floor replaced. As I write this, they're ready to lift the body from the chassis. It's an exciting project. We're looking forward to Anthony, Robyn, and their TR2, joining our adventures. They'll make a very welcome addition.



Hospice Vehicle Display

A rough year or two, with Covid putting paid to best laid plans, the Hospice charity event returned this year. Popular always, and well supported, it's a major fundraiser for this most deserving of causes. Figures aren't in yet but there'd have been between 400 and 500 display vehicles. Plenty for the punters to fuss over. And amongst that lot were Leon and Varley's TR4 and our TR3A. With the Register flag hoisted prominently we attracted a good deal of attention. Old Triumphs have lots of followers.

Bill

Canterbury Tales...



Mmm, let's see what what's happened ... Christmas done and dusted – tick, New Year, out of the way – tick, now let's get down to some Serious TRing!

December 22 – Christmas Afternoon Tea at Carole & Mike's

Many guys and gals from the Canterbury Group came along to Carole & Mike's Christmas Afternoon Tea, and the lawn looked great with 16 TR's all prettily parked up. It was so lovely to see everyone dressed up all Christmassy in their festive hats. The Secret Santa did go on for a bit too long but the yummy cakes, sandwiches and savouries that everyone brought along made up for that. Eating and drinking in the sunshine with good friends - life doesn't get much better than that eh.



1 January 23 ,VCC New Year's Day Picnic at Little River Domain

This has now become a regular run for us Canterbury folk, supporting the Vintage Car Club. The weather was idyllic, and many drivers met up with The Triumph Owners Club at Tai Tapu so that we could all ride in convoy together and look impressive as we entered the domain. Hundreds of classic and vintage vehicles of all shapes and sizes turned up, with many impressed passers by stopping to look at our TR's while we enjoyed our picnic, and not unexpected being the best British cars ever built! We thought the band was better than last year too, all in all a very good, event.

23 January 2022 - Bailies Bar, Edgware



We had over 30 members turn up, it's always a good turnout with excellent beers on tap including Guinness of course, and being special steak night. Considering the pub was only expecting 25 of us the staff did a brilliant job in providing us with our meals so quickly and we all had a great time.

29 January 2022 - The Three Gorges Run

We've done this run a few times now and the run on Sunday 29 January turned out to be yet another winner. This time there were no fewer than 17 TR's which was great to see. Some of us started off at the popular Robert Harris Cafe in Rolleston, while others met us along the way or at our final destination, Ashley Gorge Park. The weather was absolutely perfect, not too hot, and once we got off SH1 the driving was great with uninterrupted views across the Canterbury Plains to Mount Hutt. A sprint through Methven took us to Rakaia Gore where we swept around the Inland Scenic Route to Waimakariri Gorge and around the back roads of Oxford where we all managed to stay on the tar sealed sweeps and bends all the way to Ashley Gorge. After carefully navigating our way to the very top tier picnic spot we all found ourselves in our very own private glade, where we enjoyed our picnic underneath the silver birch trees.



Nationals Weekend February 2023

We didn't plan much for February because the long awaited Cambridge Nationals Weekend was looming. With accommodation and ferry tickets booked, many of us set off at different times to traverse the Cook Strait in our sparkling clean TRs. Well done to those who made it what with cyclones and road closures to put spanners in the works. However, please spare a thought for quite a few of our members who were left stranded at Picton due to Interislander ferry cancellations. With no re-schedule times made available to them there was nothing they could do to get up to Cambridge in time for the Nationals, so not to be beaten our intrepid travellers drove on to enjoy Nelson, Mapua and surrounding areas, and some even dressed up so as not to miss out on all the fun! (see below). We heard the weekend went off with a bang and look forward to reading the report here in the mag.



Stop Press: Our TR4A now has a new Surry Top, which has created the perfect seating area for little Miss Molly

Mike & Carole Lester



Deep South Transmission Report March 2023

It's official, Dunedin has been the Driest and Sunniest place in the country for this year!!!. Niwa has officially confirmed it. We here in the Deep South have always known it but now it is official. To the rest of the NZ's TR members please take note. If you would like to share our great weather you had better make sure you have the 2024 Nationals marked in your diary.

Talking about 2024 Nationals, Ian and his team are well under way in putting the whole weekend and the After-Tour together, it will be an event not to miss. We have had an incredible uptake to the request to get your bookings in. The motels and accommodation providers in Alexandra have been inundated with requests for that time so if you haven't got your bookings in don't leave it too long, accommodation is becoming very limited.

It is exciting having the Nationals down in our patch once again. Alexandra has never been used before and the Deep South Group are looking forward to the opportunity to show you, the rest of NZ, just what we have to offer in the area. Great weather, Great roads, Great wine, Great craft beer, Great company, what else could you want out of life?

Quite a number of our members have taken the opportunity to make the most of the lovely days and have got out in their TR's, motoring day after day with the top down.





The annual Best of British run was held recently and wouldn't you know it, after all the incredible weather that Sunday turned out wet (Murphy's Law?). Four of our crews turned up for the start. Stephen and Murray TR8, Colin and Jo TR6, Mark TR250 and Trevor TR4 braved the weather and turned up at the start. The organisers, the local VCC, had planned a run around Dunedin, through the Chelmsford retirement village in Mosgiel where many of the residents turned out to wave to the cars as they passed before heading north again through the city and over the motorway to Waikouaiti show grounds for the Show and Shine and car display.

There was a good display of English cars including a number of newer models. It appears that the Lotus brand is making a comeback by the number that turned out and were on display. We even have one of our members, Brian Templeton, who, having sold his TR6, has now purchased a very nice one.

One of our members, Trevor, had the honour of taking out "The best Standard Triumph" award for the show. (see inner cover). This made braving the weather worthwhile.

The next outing for the Deep South Group is the "Change of Colours Run" in April, a chance to see the beautiful Autumn colours through Central Otago before winter sets in. We should have some great photos of this run in the next TRansmission.

Trevor and Jane

From the Passenger's Seat

Right up front I'm going to tell you that moral of this story is, "If someone offers you a passenger's seat in a sixty-year-old two seater for a 250+ km trip to a strange sounding motor sport event – grab the chance before they change their mind". So when Dave North offered me a ride down to Christchurch for something called "The Pomeroy Trophy", it didn't take me very long to say "yes, please". It was only later on that I started to investigate this admittedly strange event, and I'm still not sure I entirely understand what it's all about (more in a minute).



As the event grew closer, the Nelson contingent heading south gradually grew until, when we lined up at the weigh station on Highway 6 heading toward

Blenheim, the "convoy" had grown to seven interesting vehicles (not to mention a motorcycle on a trailer). For the record, in addition to Dave's TR3A there was a Jag XKE roadster, a Jag XK140 FHC, a Mercedes 190SL, an early Mazda MX5, a rather nondescript Peugeot something-or-other and (wait for it) - a DeLorean. As we waited for the final car to arrive, I was already thinking about how I could parlay this rather unique opportunity into a chance to sample some pretty nice left-hand-seats! Actually, there was one more car, a Triumph Spitfire racing car on a trailer, so not a good candidate for my passenger offer. Suffice it to say that somehow I must have played my cards very well, and by the time we reached Christchurch, I had managed a ride in everything except the MX5 and the Pug. And "no comment" on any favourites, although I'm somewhat disappointed that the DeLorean didn't manage to miraculously send me back in time far enough to remove a few wrinkles! Possibly the real miracle – not a single hiccup with any of the cars all the way down.

So after a well-earned night's sleep, we headed for Ruapuna Speedway – my first visit.

Okay, I can't avoid it any further. I need to attempt to explain "The Pomeroy Trophy"; I'll do this in my own words, totally at risk of some reader telling me I've got it all wrong. The event apparently began many years ago at the UK's Silverstone circuit where it is still held today. It is a "competition" to identify the ideal touring car. This New Zealand version is, as far as I know, an honest attempt to mimic the original, and I'll do my best to outline the various challenges each competitor and his/her car are put through:

- Can you fit two standard-sized suitcases in the boot (Points lost for failure)?
- The measured distance from the clutch pedal to the rear axle (The longer the better – I think?).
- Standing quarter-mile time.
- Flying quarter-mile time.
- Stopping distance test.
- Slalom course time.
- Number of track laps attained in twenty minutes (handicapped)



And let's face it – this final challenge is the real reason most of the contestants had paid their entry fees. Seemed that there was plenty of post-event bragging about lap times and not a lot about how far forward their clutch pedal was! But it came as no surprise that, at the post-event dinner (as far as I could figure) they still hadn't managed all the calculations to be able to declare who was the overall winner. But I didn't hear any complaints, and our Nelson team got a special mention for turning up the most (non-Christchurch) entrants.

Possibly over-confident from our incident-free trip down, it was decided to take the “long way home” via Arthur’s Pass. And while we weren’t quite so lucky this time, with a couple of over-heating incidents, I’m happy to report that the TR didn’t skip a beat even once during the whole challenging trip, including quite a few stretches of very brisk motoring. And scenery, especially with the top down, makes the longer trip (nearly twice the miles) worth thinking about.

So when Dave dropped me off at home at about 9:00pm the day after the event, I greeted the Mrs. with a very big smile on my admittedly sun and wind-burned face. Still not sure what the event itself is all about, let alone who won, I can highly recommend that, given a similar offer, you seriously consider raising your hand before I snap it up.

Wes



P.S. Did I mention that apparently no trip the Christchurch in a convoy of vintage cars is considered complete until you have “blasted” (both ways) through the Lyttleton Tunnel? Maybe the Editor will leave this out?

The Registrar Reports...

REGISTRAR REPORT AT 18 MARCH 2022

At 11/2022

TR6 comm. no. CR1863-O, rego GN9904, now with Vishu Singh, Hamilton. Pix on file;

TR4A comm. no. CTC59549-O, now VINNED and mobile, with Vishu Singh, Hamilton pre-rebuild. Pix on file;

At 12/2022

TR6 comm. no. CF2948-U; engine CF2156-UE; rego PNA297; was PG6; TradeMe asking \$69,000. Relisted 02/23 at \$50,000. Pix on file; Built for US market and imported to NZ in 1990s. Converted to RHD and set up for classic racing (12 events logged) with PI and J Type OD entailing a body off modification at that time. In 5 years of ownership I have set car up to original 150HP PI tune (new cam, vernier sprocket, head overhauled new valves and seats, overhauled metering unit and injectors). Body in very good original condition as was ziebarted from new. Paint original, could be refreshed but not necessary. New hood still to be installed. New screen and seals. On new plates with years reg and fresh WOF. No accident damage history. Not totally original nor concours but a very useable car which could be taken to the next level.

TR6 comm. no. CP53839-O, rego. XM9479/LETR6; On TradeMe via Waimak Classics asking \$59,990. Pix on file.

TR4 comm. no. CT20912-O, rego KG5068; at Trix Restorations. Owned by Glen Drake.

TR2 comm. no. TS3428-LO, rego BC7292, on TradeMe sold at reserve price of \$40,000. Ex Nigel Hayman, new owner is Ross Jones of Bombay (south Auckland). search for more.

TR6 comm. no. CR642-O, rego. HED713, ex Duncan Graham, now with Selwyn Pellett, Brookby,. Pix on file.

TR6 comm.no. CP77642-O, rego YZ6310 spotted in Katikati by Frank Cleary. Owner L McMillan, Whakamarama BOP,

TR5 comm. no. CP2709, rego EH529, ex Earle Otway, now with new member Keith Williams, Torbay 0630.

TR4A comm. no. CTC74299-O. rego ATR4A ex Paul Stichbury, now with Keith Skilling.

TR7DH comm no. TPADJ7AA404559; rego SX3103; for sale Transmission 12/22, \$16000 ono

TR4 comm. no. CT5346 for sale Transmission 12/22 asking \$27,500. No pix.

At 01/2023

TR6 comm. no. CC64365-L, rego. TEE R6. Now with new member Jeremy Donaldson, Prebbleton, Christchurch. Pix on file 1971 tr6 ex USA ,imported 2016. Converted to RHD Extensive ground up restoration on a new chassis ex Revington UK, painstakingly undertaken by Bob Taylor, Rangiora. Completed to a high standard with many new parts. Reg PQY291, however about to be registered on personalized plate TEE R6.

TR2 comm.no. TS3661-O at Waimak Classics asking \$55,000. Pix on file Has 3A front apron and rear panel plus modified to short doors. Rego FQS69, was BB9301, MA1007, NU7522, WU8881, TRNSND. Pix on file.

At 02/2023

TR2 comm. no. TS3647-O, rego. IU1954, white, wires, overdrive. With returning members Glenn & Clare Rosser, Hamilton. Glenn says: "I have owned since 1977 apart from some years when it went to my father-in-law and ended up back with me after he passed away. It is nearly ready for paint after a very long restoration.

TR7DH Spider comm. no. TPVDJ8AA 401339; rego KQC326 (was MW2613); ex Vishu Singh, pix on file. now with returning members Glenn and Clare Rosser, Hamilton. Repainted etc 2022.

TR6 rego TG50, 1970, red; hardtop, wires, overdrive; with new member Tony Graham, Clifton, Chch. Complete rebuild from the chassis up, off the road for the last 30 years.

TR2 comm. no. TS7719-O, rego HP1985, for sale TradeMe asking \$24,000, partly dismantled, resto. project. No papers or ID... now with Steve Payne, Te Awamutu. Pix on file

TR6 comm. no. CP26085-O, engine CP26162HE; rego FJ8568, damson; now with member Bob Taylor, Kaikoura. Pic on file. Bob says: "I found this car in a barn in Kaikoura and purchased it from a deceased estate. The car had been in the barn since 2004 when the owner died. The car is a two-owner car with the last owner for 48 years. I managed to track down the original owner's son who told me an amazing story of how he recalls his family sitting around the dining table with his dad, deciding on what extras they should order with the car. The car has a comprehensive service record and is relatively low miles. Despite cosmetic deterioration due to long storage, the bones are good with only surface rust in some areas".

TR5 comm.no. CP674, engine CP556, rego. LE1968, white; now with member Bob Taylor, Kaikoura. Pix on file. Bob says: I purchased this car in 2022. It had been "restored..." in 2020/2021, but it's bones are great, solid chassis and rust-free body. I have rebuilt the engine and have fully stripped the car (bare metal) and now the journey is under way to restore the car to its former glory."

At 03/2023

TR2 comm. no TS6147, Vanguard engine, rego BK3374, with past and rejoining members Anthony and Robyn van de Water, Renwick. 7204. vandewateraandr@gmail.com 0292572888 Owned since 1978, lapsed rego., Taken off road with broken Lockheed axle. Just started restoration.

Kevin

TIPS AND TECHNICALITIES

Ken Pfeffer

Suspension bushes, which way do you go?? On preparing the TR for a WOF for the Nationals I found the inner top right hand suspension bushings were loose. On disassembly I found that all 4 bushes had started to crumble. What I thought was rubber, after I had rounded up all the bits, turned out to be Nolathane. An easy job to replace but what with?? I was able to get a quick delivery of rubber bushes as per original



fitment on our cars, locally, these were fitted and served the purpose for the trip North.

The question now is do I stay with the rubber or change to more modern materials. I obviously thought that the Nolathane bushes were the ticket during the original assembly but they didn't fair very well yet the Nolathane bushes on the left side were still

perfect. Choices, Rubber or Polyurethane. (Nolathane is polyurethane, just a brand name), Rubber is reputed to last up to 5 years approx. While the Polyurethane is supposed to last a lot longer and gives better performance.

After a bit of research I have opted for one piece Polybushes Blue, for comfort ride . I have found them easier to fit than the two piece bush configuration . I hope they stay together! Now for the ride test and I guess only time will tell. I will keep the rubber bushes as back up just in case.

If you are contemplating removing your front guards for any reason it is worth making up a couple of water catch tanks for the rear corners of the guards. If you haven't already filled the holes at the rear of the inner wings with sealer, the water from the back of the bonnet runs down these holes and over the outside of the inner guards accumulating at the base of the A post then dribbles down over the front of the sills. If you are lucky!. The air vent Plenum in front of the windscreen also drains in the same place. Most of these areas are full of dust and gunk which retains the moisture and gradually rusts both the sill and bottom of the guards. To eliminate this rusting problem attach a length of plastic or rubber hose to the Plenum outlet pipe (each side) long enough to pass out through the splash plate at the rear of the front guards via a rubber grommet. The catch tanks can be pop riveted to the outside of the inner guards and from a small ½ inch pipe soldered into the bottom of each tank a smaller hose can then be connected to the larger hose.



Problem solved!

Do owners of 6 cylinder cars know what crankshaft is fitted to their cars ?? The books state that TR5's and 6's up to CP50000 have a Long crankshaft and from there on they are Short crankshafts. Recently I had the occasion to need a Flywheel for a motor and found that the flywheels are not all the same even though the motor was a CR model it had a Long crankshaft. The Short shaft is flush with the rear engine plate while the Long one sits out approx. ¾ inch. Each Crankshaft requires a different flywheel. The Parts books state that the flywheel for the Long Crankshaft are recessed but this is misleading as the front of the flywheel is flush with the front/ring gear. The flywheel for the short crankshaft should be described as protruding as the crankshaft attaches approx. ¾ in. forward of the ring gear. I was very fortunate to be able to procure the required flywheel from an ardent and knowledgeable collector of Triumph cars in Tauranga. A collection virtually unimaginable.

LINKS

Spring has sprung at British Motor Heritage

The latest additions to the company's ever-expanding inventory are replacement leaf springs for a range of MG, Triumph and Austin-Healey models.



https://newspressuk.com/publicReleaseView/105781/60973?token=rTMM4GuFglpY2ZSkpvMV&email_encrypt=ZWRpdG9yQHRycmVnaXN0ZXlub3JnLm56RW1haWxlYXNo

Triumph steering rack clamps back in stock thanks to BMH's programme of tool refurbishment & repair

As well as recently producing a record number of replacement bodyshells for the classic car fraternity, British Motor Heritage (BMH) has been continuing apace with the refurbishment and renewal of its myriad items of tooling – a programme that's allowing it to make and stock a host of minor but vital parts that in some cases haven't been available for years.

https://newspressuk.com/publicReleaseView/106218/61385?token=ndyuiUaCDQi488J5gd76&email_encrypt=ZWRpdG9yQHRycmVnaXN0ZXlub3JnLm56RW1haWxlYXNo

<https://www.bmh-ltd.com/>

TRansactions

TRansactions

For Sale



1982 TRIUMPH CONVERTIBLE \$14,000 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 *For Sale*

TR2 Wire Wheel Hub

- Left Rear \$50
TR3A Door handles, external, chrome, (pair) \$100
TR3A Axle Shaft (new old stock) \$100
TR4A Rear Apron (new reproduction) \$400
TR4A Left Rear guard (used) \$200
TR4A Glove Box (new) \$40
TR4A Bonnet (used, rough) \$350
TR4A Bootlid (used) \$250
TR6 A-Pillars left & right Outer (UK made), (each) \$150

Steve Payne 0210332595
trixrestorations@gmail.com

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 \$395

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

Wanted

TR2 Temperature Gauge

TR2 Windscreen Wiper Arms (x 2)

Steve Payne 0210332595
trixrestorations@gmail.com

An ode to TRs..

Twas New Years Day, out in the shed,
 sat a tired old TR, its battery dead.
Its wings were rusted, the floor pans had holes,
 the seats and carpets had been eaten by voles.
The tyres had dry rot, the fuel tank was leaking,
 a turn of the wheel sent tie-rods a-creaking.
So I put on my coat with a weight on my heart,
 and went out to the shed to get it to start.
The engine turned over -t here arose such a clatter!
 I knew from the sound, "timing chain chatter".
From under the dash there came a bright flash:
 the wiring harness had just turned to ash!
"I've had it with Triumphs" I finally swore.
 "Enough is too much! I can't take any more!"
When what to my red, teary eyes should appear,
 but a little Englishman (hey, I might need a beer!)
"Good day," I heard, as he tapped on my shoulder,
 "I'm Joe Lucas" he said as the car continued to smoulder.
"This one can be saved; there's no reason to grieve.
 All you need is some faith man, you've got to believe!"
"A hammer! Some duct tape! Get me some tools!
 When you work on these cars, just make up the rules!"
"We'll get her cranked over - no way that she'll stall
 (but stand over there with your back to the wall)."
A cough and a splutter, the cacophony stunning,
 I couldn't believe it! The damn thing was running!
The ghost winked at me and said, kicking a tyre,
 "Whatever you do, DO NOT TOUCH THIS WIRE!"
The old man then vanished amid sneezes and farts,
 but when the smoke cleared he had left me some parts.
So I opened the shed door and put the hood down,
 put pedal to metal and went in to town.
And I thought to myself as I crunched second gear
 - a Happy New Year to TR folks out there..

Amen



