

TRansmission





TRANSMISSION

CONTENTS

TranSport	3
Editorial Team Talk	4
New Members	4
National Weekend 2024	5
The Devereux	7
Top O' The North Tales	9
City Of Sails Report	11
Waikato Wanderings	15
Waikato Showcase	18
Bay Of Plenty Travellers	20
Hawke's Bay Happenings	21
Wanganui/Taranaki News	23
Wellington Wafflings	25
Top O' The South	26
Canterbury Tales	28
Deep South Group	34
Registrar Report	38
Spare A Thought	40
47 Years with TS3612	41
Tips and Technicalities	45
Links	46
Transactions	48

FRONT COVER OUTER

Alan Dunscombe and his record breaking TR2!

FRONT COVER INNER

Deep South Change of Season Run

BACK COVER INNER

Malcolm Devereux in his TR2

BACK COVER OUTER

Deep South Change of Season Run

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



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TRanSport

Well, that quarter came around quickly.....

Your committee continues to be active in overseeing what's important to you, our members. At our most recent meeting we had a good discussion about the format of Nationals, one of the topics that came up at the forum in Cambridge.

We've concluded that the current format of our annual Nationals event, typically rotating between the islands, should be retained, for a number of reasons. The main reason is that we are a national organisation so offering opportunity for our members nationwide to gather together is a key part of what we are about.

While driving distances may sometimes be a bit longer (when events are in the top half of the North Island or bottom half of the South Island), attendance is optional. Those who want to be there can be, while others can decide not to be.

We should be proud of our national membership, national committee make-up, and national fellowship. That's what Nationals is all about so, as long as members keep turning up, let's keep enjoying it!

The other aspect that's clear from the regular Registrar's report (thanks Kevin Tinkler for your great work here) is that TRs' in NZ continue to be desirable and change hands. Welcoming new members who buy a TR (either for the first time or who come back around after many years) is always something to celebrate.

On the theme of new members, another forum topic was how to encourage younger members. Your committee will discuss this at a future meeting, so if you have any specific ideas you want to throw into the mix, I encourage you to do so.

Hopefully Winter, which technically began just recently, will be kind to us all and allow continuing TR motoring and fellowship. Enjoy it.

Cheers

Stephen President

EDITORIAL TEAM

TALK

Welcome to the June edition of TRansmission. A quiet period for me so just a brief editorial. I've taken the TR out a few times however I couldn't make the local club run and the weather hasn't been too flash here in Nelson. I've sorted out a few minor problems with the car - it is all polished and waiting for a decent day.

Have fun out there and enjoy the mag - there are some interesting technical articles as well as the usual group reports. Feedback as always is welcome.

DAVE

editor@trregister.co.nz



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>John Toogood</i>	<i>Waiuku</i>	<i>1954 TR2</i>
<i>Paul Hesseling</i>	<i>Auckland</i>	<i>1972 TR6</i>

The National Weekend 2024

Alexandra, Central Otago 29th Feb – 3rd March 2024



The planning for next year's NW is well underway and moving forward to a memorable weekend in the wonderful playground of Central Otago. The team have booked the venues, the concours is planned for Pioneer Park (which is in the heart of Alexandra), and the events for the evening and the Saturday driving day are well in the development stage. Friday afternoon, after the concours, will be a time to explore the vineyards, wine bars or sights as you please. Wanaka and Queenstown are just over an hour away and Bannockburn and its vineyards less than 30 minutes.

I have set up a NW24 email address so all correspondence to:

alextrnationals24@gmail.com

The registration form is enclosed with the magazine and also on the website - download the form if you need to, and send it to above email address.

Don't forget your name and reference when you pay the monies.

The format for the event will be slightly different next year too, instead of having a theme night and prize giving on Saturday night, we are planning instead to have the theme night on Friday night, and the formal dinner, prize giving and the music and dancing on the Saturday night. The theme for Friday night will be “A Central Otago Hawaiian BBQ” complete with dinner by “BBQ Bills” (and a pig on a spit too). So, dust off your Hawaiian or Bula shirts, multi coloured shorts and flip fops and enjoy.

As have been previously mentioned, accommodation in Alex is tight, but there are options, also in Clyde or even Cromwell for the people who can only commit later in the year. The ferry bookings will also be in hot demand, so I encourage you from the North Island to book early to get the days you want to cross. Tony Hirst from Cook Strait Crossings Ltd. (tony@cookstraitcrossings.co.nz), is an excellent way to book, to give you the comfort of knowing you can change or cancel the booking up to 10 days before travel.

The concurrent run from Cape Reinga to Bluff is also gathering momentum and will dovetail nicely into the NW and the after tour, as we spend time in Te Anau (Milford Sound or Doubtful Sound). Rooms have been reserved at the Distinction Luxmore Hotel:

www.distinctionhotelsluxmore.co.nz/TRREGISTER2024

promo code: TRREGISTER24

Then Invercargill (Bluff for the photo shoot) before finishing in Dunedin. More details will be available later.

We are looking forward to you all coming and showing off our little bit of paradise, the journey here and back will be an amazing part of the adventure too, for those who are travelling the whole country or even those who hail from the island off the West Coast of NZ.

See you in Alexandra 2024!



“The Devereux”

A Test of Man, Woman
Machine



(with a lot of laughs and good times in-between)



What’s Happening?



You may have heard - a slightly crazy group of TR enthusiasts have decided to drive from

Cape Reinga to Bluff prior to the 2024 TR National Weekend in Otago. They are actually driving Cape Reinga to Alexandra, and then driving to Bluff from Alexandra as part of the National Weekend After Tour. It is all Malcolm Devereux’s fault. He came up with the suggestion, so what else could we call it but The Devereux? There are currently 34 cars registered for The Devereux. 14 Full Tour Members and 20 more joining as we travel south towards Alexandra.

Latest Plans



The Devereux starts at Cape Reinga on 20th February and arrives in Alexandra on 28th February. The Bluff leg will run as part of the after tour from the National Weekend 2024. The route is planned, and the committee is now sorting fuel and food stops on the way. We have published a list of suggested accommodation en route. We have arranged a block booking for cars on the Interisland Ferry.

We are having an official logo designed. Watch this space!

We have been thrilled with the support and encouragement from the TR membership. Much of the organising has naturally fallen to the Auckland based members but we have also had great planning tips and advice from members further south.



Where the Bloody Hell are Ya?

This is going to be a fabulous, bucket list style event. And there is still room for more cars to join. Remember you don't have to drive the whole route. Just join the convoy, have a bit of fun with your Triumph and then peel off and do your own thing!!



If this sounds like you, please drop an email to Kay Madigan:

kaymadiganz@gmail.com

Kay needs your name, the name/s of your passenger(s) and whether you plan on driving the whole route or joining in as we travel south. We will have definite meeting points for new cars to join in. You don't have to commit right now, but if you are interested let Kay know so that we can keep you updated on the plans.



So fellow Members of the TR Register..... We look forward to hearing from you. Soon!

Chris Stiebel





TOP OF THE NORTH Tales

Well, winter is upon us, although it feels like it has been winter for most of the year. A lot has been blamed on climate change. I personally have been doing my bit to help reduce carbon emissions by not using my TR for the last two months.

Weather and road closures have played a part in organising some runs lately. We did manage to get together in April with a run to Pahi which is on the shores of the Kaipara Harbour. The weather leading up to Sunday had been the usual rain but on the day the sun came out. Four side-screens – two from Whangarei and two from Warkworth made the journey with picnic baskets and chairs in the boot. Raewyn came in the modern car as we had our granddaughter for the day. Nowhere for a car seat in a TR.



The trip there was via the secondary state highway as the Brynderwyns was closed for south bound traffic. A test of driving skills as we dodged and weaved the many potholes. A stop along the way to look through a local market and then onto our destination. We parked up under the large Moreton Bay fig tree. The tree is one of the largest trees in New Zealand having a girth of 15 metres and a canopy of 50 metres, and is listed in the register of notable trees, New Zealand.

After lunch we walked along the shoreline and then the familiar grey clouds started to roll in so it was time to pack up and head home.

On a personal front I now have a working overdrive thanks to Ken Pfeffer who rebuilt it for me. A number of things were wrong with it and as Ken said –it would have started failing the first time I switched it on. No doubt Ken will



write a technical report about overdrives at some point. Winter is an opportunity to do some maintenance in preparation for the warmer months and the Nationals next year.

A Rose Amongst the Thorns'

Warkworth based member Jim Flewitt took his TR6 ('Esmeralda') to the local A&P show in March. She was the only Triumph in the line up of classic and vintage vehicles. Luckily the day was glorious, which can't be said of most of the northern summer this year:(



Photo credit –Chris Harvey

Brian and Raewyn Cannons

City of Sails Area Report

Auckland Group Report – April – June 2023

Greetings to the faithful, we Caretakers of the Legendary Triumph Roadsters more commonly known as TR's! Well another quarter has almost passed and while we were hopeful of better weather given the ordinary first quarter, unfortunately that hasn't always been the case with cancellations and postponements once again the norm. As I didn't get to report on March here's a photo:

Our Team at the Brit & Euro Classic Car Show



Also in March we usually have a presence at the Concours d'Elegance at Ellerslie Racecourse, however weather forced postponement until April, and we were worried there would be a repeat of 2022's complete Cancellation, so we all had our

fingers crossed! April began with a reasonably well attended Pub Night @ Joe's Garage (our second time) and we were much the better for a change of space within the Restaurant & Bar. 23 members attended!

Easter Sunday and with most Group members away for the weekend or otherwise engaged Booths, Stuarts and Martins took a wee drive from Stuart's Ness Valley property to Thames, down the coast road for lunch at the newly opened Café Melbourne, a great drive, great food, and of course Great Company.



A little Arty shot at Stuart's Country Estate!

Sunday 23rd was the date set for the Ellerslie Concours, fortunately it dawned nicely and our Group of Volunteers and Caregivers assembled as required to set up our display. The Theme for this year – “World of Wheels” and

Stephanie and our sub committee for events settled on a representation of where our fine cars originated, the Homeland, with a Red, White & Blue main theme so Red, White & Blue cars featured, with a Poster, Flags and cleverly crafted Signposts from our own Dennis Greenman. Grant Oxenbridge also attended with his Mimosa TR6 looking Radiant like the Sun at the centre rear of our display (rather crafty placement indeed). As well we had VP Ian Harris's 72 Damson and Murray Booth's 73 Magenta TR6's as our Team for the main event, the Masters Team competition in the Judging Circle.



***Shaun Summerfield & Bill
McSherrie's Red TR6's
Dennis Greenman's White TR6
Bruce Stuart's White TR4A
Derek Atkinsons's Blue TR7V8
Steve Martin's Blue TR6
Grant Oxenbridge's Mimosa
TR6***

***Ian Harris's 72
Murray Booth's 73***



While we were happy with our display we were up against some pretty amazing competition “The Judges Thought!” Our Masters Team a Creditable 5th in the Judging Circle; Well Done Everyone and Thanks for your efforts.



I'm going to throw out a Challenge here to our other Regional Group's The Eilerslie Concours is the Premier Classic Car Show in the Country, and we struggle Every Year to put together a Team for the Judging as well as a Team Display for the Public, from our Auckland Group! This is a National Event, how about some National Representation?

***Factory Signpost
courtesy of Dennis Greenman***

May and we were back @ the Horse & Trap for our Pub Night, preceded by a meeting of those intent on achieving the 'Devereux Cape to Bluff Run' ahead of and inclusive of 2024's National Weekend in Alexandra and subsequent After Tour. An exciting proposition the Run is set, Dates, Motels, Ferry Crossings et al, with at last count 13 cars and caregivers intent on doing the entire run, with Regional Group Members joining as we progress down the Country, this is going to be FUN! Serious Fun! Perhaps a 'Once In A Lifetime' opportunity which Linda and I are in on, Yay!

After that meeting Pub Night was another well attended and vociferous event, jeez we Auks can talk Ha Ha Ha Ha

June saw Pub Night the second event of the month, with The Warbirds On Parade at Ardmore Airfield Sunday 4th our first. A Sunday which according to the Forecasters had a 70% chance of Rain dawned Dry but Cool and our intrepid Group set off from our warm homes to Papakura and the chance of a Hot Coffee before convoying to Ardmore. 5TR's, Caregivers and Crews, arrived at Ardmore Airfield and our pre-arranged Special Parking spot in one of the large grassy areas which would later be filled to overflowing as the Only Warbirds event for 2023 (in Auckland) drew a near Record Crowd. We were so early we arrived without stoppage, and were escorted to our Corner Site Front Row parking alongside the entry road, and with Flag hoisted and TR's lined up in orderly fashion we set off on foot to set our vantage point, chairs in place, ahhh This Is The Life!

Dennis Craig & Grandson Nixon, (Author Absent again), D & A Greenman, M & S Booth, B & A Stuart



1962 TR4 1972 TR6 1976 TR6 1973 TR6 1966 TR4A

The empty ground behind us was Full to Capacity within an hour, as was the paddock on the right! Tres Bien!

Wide empty space all around - but not for long!



The only way I get in photos, Courtesy of Stephanie Booth - Auckland Autumn Morning Pretty Bloody Awesome

Remember "It's Never Far, In A TR"

Steve

Waikato Wanderings



Fish & Chip Run Kawhia - 28 March

On one of our better late summer days, we started out with a coffee and chat at the Persimmon Tree Café in Pirongia. A good turnout of 12 cars. Mike handed out these beautifully hand written (old school) instructions for the morning run. He decided to send us the long, long way to Kawhia. Heading south we went all the way through Otorohonga, then taking the Waitomo Caves turnoff, passing the caves and heading into the rugged hills, valleys, and beautiful native bush beyond. It took us more than 2 hrs to get anywhere near the west coast. At Taharoa we first spotted the Kawhia harbour. We passed small places like Owhiro followed by Hauturu and just as we thought we were totally lost, there was highway 31 to Kawhia! We passed Oparau roadhouse and then into Kawhia



It was a great drive and we were all ready for our Fish and Chips. Lunch was had sitting on the seawall with the picturesque harbour in the background. The mandatory photo shoot of all the cars lined up followed.

Although the sky was overcast and it looked like rain several times, it stayed dry. Lucky for those with the hood down. We were in the Daimler as our TR was a 'sick puppy' left at home. The return trip was via state highway 31, then 39 back to Hamilton was quick and easy. A great Sunday drive, enjoyed by all. Thanks for the long road trip Mike.

Marianne Marshall

Caffeine & Gasoline Run - 30 April



In spite of the rainy and windy weather, 3 TR6s, 1 TR4 and 1 TR7V8 and a Herald braved the elements for our run to Caffeine and Gasoline meet up at Hampton downs. Alternative back routes were taken to avoid the Expressway and so our cars could be enjoyed on the wet and slippery roads.



Once we set up the cars on display, we got out of the wind and rain and sheltered in Chris and Helen's apartment. We had a birds eye view of the track from the balcony and watched all types of cars doing their best on the track. We enjoyed a wonderful shared lunch in the warmth of the apartment while still enjoying the goings on outside. Dennis Greenman from Auckland was the only one from the TR group who was brave enough to do the track cruise. Even though the blurb for this event said max speeds of 120kph, Dennis said he achieved speeds far in excess of that. It was good to see a TR out on the track. We had a great time watching him. Despite the weather conditions it was good to get our cars out for the day. Thanks everyone for coming along and thanks Dennis for the entertainment and a big thanks to Chris and Helen for hosting us. We will be organising another Track Cruise at Hamptons and hope to see more TRs there.



Cara

Waikato Showcase

The Story of TPVDJ8AT 200478

As the commission number suggests, this TR was no. 478 off the Canley production line, LHD it was a 49 state car, with a 2litre carburettored engine, probably built in October 1979 as a 1980 production model. As a consequence of its build date, this is a late early model.

Its U.S history is an unknown, though it was a dealer 30th Anniversary Model. I do know that I bought it from its' second owner, Alan Little, who bought it for an ungrateful daughter, who didn't want it. I saw it for sale on ClassicCars.com, and rang Alan a few times, we struck a deal and on September 11, 2007 for TPV.... now registered as 400-UYX (Seattle). It arrived in New Zealand with 53400miles showing on the speedo. It eventually passed its' compliancing in January 2008 and became EHE 669.

What started all of this was me crashing my TR7V8 FHC. I bought the wreck and so had a whole lot of go faster bits for a TR7. What to do?? I liked (and still do) the handling of the 7 and a convertible had become my preference. There was not a lot for sale at the time, except a piece of rubbish Charlie Conway was trying to flog, so, I started searching 'the net'. This led me to Alan Little in Seattle Washington State. Once the car arrived, it was decided that I was better off to get the car complied as a 4cylinder, then do the V8 conversion. With the Napier Nationals around the corner, I kept it as a 4cylinder until after this event.

With the Nationals done and dusted, and the car back in Cambridge, it was time to start the conversion. So.... out with the engine, gearbox and subframe, in with the modified subframe, swap the gearbox linkages for a shortened set, mate to the engine and sling the whole lot in the hole to sit on the modified subframe. To get around the dodgy TR brakes, in went something a bit beefier, 330mm vented rotors on the front with 4 pot calipers and 297mm vented rotors on the back with dual piston calipers, courtesy of a Nissan Skyline R32 turbo. The KYB shock absorbers were replaced with Konis, the 80mph speedo was replaced with a 240kph one, left hand drive was retained as the bulk of TR8's were LHD and in its current tune is making 200bhp and 412Nm of torque (at the wheels).



EHE669 is a great touring car. We have done 66000kms in it since the original conversion, it regularly returns 28mpg, and with the roof up slightly better. The car is in original condition, bar the running gear, and at 43 years old, still turns heads and wins prizes.

It earned a spot in the Australian TR magazine 'SideScreen' after I had lent it to the Aussies for our Waikato Nationals. Their comments "what a weapon" and "it's would give my Lotus a run for it's money" What more can be said.

Kevin Thorburn

Bay of Plenty Travellers

We did not travel very far on our last run, but had a great sunny day. As previously decided we supported the Vintage Car Club on their Tauranga Jazz Festival car parade and show. 65 gleaming classic and vintage cars paraded through Pilots Bay and the shopping centre returning for a display in Coronation Park.

Holiday and local crowds lined the streets in the sun, responding well to the cars and taking photos, then many came to Coronation Park for the display, showing interest and appreciation of the cars. The TR's were represented with a 3, 3A, & 5. Peter & Anne Seaton, myself & Jane & Mark & Pip Langford respectively, and we enjoyed a pleasant and sociable day, and our participation appreciated.

The May pub night was well attended, and Gary & Heather brought along their new next door neighbours, recently moved from Auckland, Nick & Ali Kemp who have a red TR 6. We are more than happy to have Nick and Ali join small TR fleet.



Gary & Heather suggested we try a weekday run, and have organised a round trip to Te Aroha for lunch on the 15th June [with an alternative the 22nd if wet]. So we hope for a good turnout and weather for that.

MICHAEL

Hawkes Bay Happenings :

Not a lot has happened since the last report, doesn't seem that long ago!

We are now heading into the cooler days of Autumn although the weather has been rather mild, even summery, which has made the Cyclone clean-up a little easier. Our first event for this quarter was a Club Night on April 20th at the Station Hotel in Napier for a drink and pizza. A good turnout for a chance to catch up with everyone.



TRs at Maraekakaho

Next was an Autumn Run to Central Hawke's Bay. This coincided with the polar blast that left parts of the Deep South covered with snow and a dramatic drop in our temps, however Friday 12th May gave us blue skies and sunshine with rather a fresh start. 6 cars arrived at Maraekakaho on SH50 before

heading down the road to the small town of Ongaonga which started with a store in 1869 and from the 1880s housing and more business premises. A number of these buildings still exist and a map has been produced for a walking tour of these. It is interesting that the Hotel was opened in 1879, burned down in 1899 and 1953. Why is it that the pub always got burned down.



There is still a building there but it looks very run down. The Coles Bros Builders & Joiners building is slowly being restored and has some of the original equipment still operational inside as well as displays of old woodworking tools.

TRs at Ongaonga

Ron and Colin Discussing Important Things



It was built around 1880. So back in the cars for a short drive to Hatuma Café on the outskirts of Waipukurau for lunch. Here we met up with Ron Swager, a relatively new member from Otane. He had driven down to meet up with us so we finally got to see his very nice 1973 TR6 and also have a good chat over

lunch. Thanks for coming along Ron, we hope to see you at some more outings. Lunch over so we said our goodbyes and headed for home before it started getting too cold.

The Twins TS3601 and TS3598



May 20th was the 70th anniversary of the TR2 speed run on the Jabbeke motorway in Belgium. The speed achieved was 124.889 mph – rather impressive in the day. A call was put out to celebrate this event. One of our TR2 owners was away in Wellington however the other two arrived at Serendipity Café in Hastings, suitably kitted out, Gary and Joyce in BT303

and Graeme and Joy in LT2, also joined by Bruce in a modern. A coffee and some food and lots of chat. I think the consensus was that 124.889 mph in a TR2 would be something none of us would strive to do, perhaps 124.889 kph would be more like it. A lovely morning with none of the showers forecast.

Winter has officially started on the 1st of June so maybe time for some of those repairs or titivations, as you do.

Happy TRing, Graeme & Joy

WANGANUI/TARANAKI NEWS



Surprise surprise, yes we are still here even though we don't have too much to report much from this sparsely TR populated area. The weather in this region has been good to us this Summer particularly around Wanganui. For some with long memories it does still rain a little at times.

Nearly 20 years ago a Classics Motor Show was started in Wanganui. The initial show attracted about 250 vehicles. With the show being held each 2 years the number of vehicles gradually grew. The show is now held every year with the latest attracting close on 600 vehicles of all kinds. Vintage, Classics, Hot Rods, Muscle cars, Drag cars, Military vehicles, Specials and a few Trucks.

For this year's event held on the 30th April, the weather couldn't have been better. Sunny and mild with no wind. Unfortunately the number of TRs were limited but two of us attended to fly the flag. A couple of cars from the Wellington region, intending to participate, couldn't for various reasons and nothing arrived from the Taranaki area. Alan Hylton was unable to attend with his TR 4 due to ill health so it was up to Mark Wilburn TR 6 and myself TR 6 to show that the marque is still very much alive although Steve and Rob Brettell called in after having been in town to see a show (Steve had to leave his car outside the grounds, it was a Merc!!). It was quite noticeable the number of TR Register brochures that were taken on the day. Maybe there are still a few TR's out there under wraps or in the back of a barn.

Ken Pfeffer



Wellington Wafflings...

A quiet Autumn in Wellington. We did however have a particularly good turnout of members at our April pub evening at the Sprig and Fern in Tawa, and I have attached photographic evidence. We have a mid winter run scheduled for 25th of June, so hopefully there will be more to report for the next edition.



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

Classic Fighters Airshow



Following a four year absence, the Classic Fighters Air Show returned to Omaka. As in earlier years, the organisers were keen for a Triumph presence and I was enticed with free double passes for the Saturday and the Sunday. My task was to arrange a display of four Triumphs, pre 1970 models.

The 1970 age qualification, the 7.30 am reporting time, and the distances separating our T.O.T.S members, posed a challenge. Thankfully Dave North was up for a very early start and a chilly drive from Nelson. He made a welcome contribution to our Saturday line-up. Leon, ever reliable, paraded his TR4, and Peter Mitchell's immaculate Triumph 2000 Saloon joined us. On the Sunday, Harold Gratton's Stag took the spot vacated by Dave's TR3a, a reminder that Triumph made family saloons as well as the coveted TR series.

Our Triumph display drew a lot of attention, the Sunday interaction simply phenomenal. But for me the highlight of highlights was catching up with Canterbury members Bryan and Carol Thomas who attended the three day event, then meeting up with Keith Skilling who had flown south to join his Warbirds team, and who stopped by for a few minutes' conversation.



Dining at The Miller's Rest

This last quarter has plagued us with unsettled weather. Heavy rain, road closures and abandoned outings - and so it was with our planned run to Cable Bay, an isolated spot in Nelson Tasman. We'd planned exploring there and lunching in the Cable Bay Cafe. Alas, it wasn't to be. On the eve of departure, George and Helen Looman spotted a road closure reference - it was temporarily shut, awash with flood-water and road works under way. Entry was restricted - residents vehicles only, no visitors!



A hurried change of plan and we opted for the Rai Valley. We'd visited three years earlier and dined at the Rai Valley Tavern. We chose the venue again. It has benefited from a recent upgrading, and as is the wont these days, it's been renamed. All hail The Miller's Rest. An hour's wait for our meals encouraged plenty of conversation. When they arrived they were fulfilling and, on a cool wintry day, warmly fortifying. The lengthening shadows chased us home - a mad dash lest night claimed the day - chancing our reliance on Lucas lighting held scant appeal.

Bill

Canterbury Tales...



We've had a really busy few months since the last TRansmission, all our events were well represented which makes us feel it's all worthwhile. We introduced our mid week Triumph TR Tiki Tour for those who are retired with time on their hands or just those who want to get away for a few hours , its slowly becoming popular

What happened in March

Barry Ricketts and Kay Smith did a fantastic job organising a Twilight Run this month. We had a great turn out with a dozen cars lining up at the Peg Pub for the simulated Isle of Man TT course which was set to terminate at the Lemongrass Restaurant in Loburn. The Guest of Honour - Martyn Anderson - had been kindly ferried to the event by Jim Davies in his TR4 which brought back fond memories of Martyn's numerous break downs and fatal accidents en route to Le Mans back in the 80's. A Track time was set at 48 minutes based on an average speed of 135 mph. Anyone beating the track record would be awarded with a month's free accommodation and hot meals at Martyn's house located somewhere on the Isle of Man. The TR6 back up vehicle was serviced, polished and the boot filled with spare parts, jacks, jump leads and a battery charger. However the one thing I had forgotten to pack was a spare 15" spin-on chrome wire wheel. Poor Jonathan Foate felt a vibration on his rear end only to find he had suffered a blow out. But there was a double whammy as his spare wheel was also flat.

Chivalry isn't as dead as most people believe. A knight in shining armour appeared and offered to take the spare down to the garage and fill it with air. Jonathan was soon back on the road but unfortunately too late to make our candlelight supper. We had the restaurant to ourselves and we were flooded with a range of Thai delights. We were stuffed, the owner then came over and offered to cook us even more food, saying "Nobody leaves here hungry! Martyn was in his element surrounded by real ales, wine, petrol heads and cricket pundits. He said to pass on his appreciation to everyone as the evening was the highlight of his holiday. Thanks to everyone for making it such a great night and we may consider making this an annual event.

Cheers Barry



Just had to post this great motion shot of Jeremy Donaldson's recently restored TR6 at the Timaru Rock a few weeks back (Thanks Jeremy!



Picnic Run 26th March

Dave & Jenny Tong kindly offered to organise this month's run, and what a run it was... "Sunday morning the 26th March did not present the best of weather for our run out to the south east of Christchurch but did look like it would improve as the day progressed. Nine cars met near the southern motorway to head southeast through Prebbleton and on through the University town of Lincoln. Our first stop was the Selwyn Huts, a small community of huts/holiday homes on the Selwyn River that runs into Lake Ellesmere.

Next stop was at Coes Ford again on the Selwyn River and a popular camping/picnic area. Here we refuelled with muffins that Jenny had made. Driving over the ford, (the TRs did not have to get their tyres wet) as a low bridge has been built. Driving on The Lake Road that runs parallel to Lake Ellesmere is far enough away that you do not get a view of the lake, so after a left and a right we stopped at the first picnic area at Lakeside Domain for a view of the Lake. The roads were remarkably quiet of other traffic so great driving to Taumutu Marae and then onto Rakaia Huts for a picnic lunch. After lunch it was decided a coffee was needed and with the Crate and Barrel only a few kms up the road at Leeston it got the vote for a stop. This is a nice area to drive around but being restricted to sealed roads with the TRs, there are some interesting places to see at the end of the sealed roads that our members can explore some other time.

Dave & Jenny Tong

What happened in April

12th April - Mid-month TR Tiki Tour



This was the first time we organised this, a few cars turned up but it appears a few more would have come if I hadn't messed up the email!!!. Nevertheless a good time was had by all, we took a lovely cruise through Sumner, over Evans Pass (Trudi couldn't help herself, showing off), and around the bays ending up at the Blue Duck Cafe, (now called the White

Rabbit) Thank you, Dave and Jenny Tong, and Glenn Wilcock for keeping us company, otherwise it would have been a very lonely drive.

26th April - The Elmwood Tavern

25 happy hungry boys and girls turned up to enjoy a superb meal at the tavern, and once again the service was second to none, plus an excellent drinks menu. It's great to have a dedicated area for the group where we can all mix and mingle amongst ourselves.



Sunday 30 April - Run to Pegasus Bay Winery



The early morning mist lifted and the sun began to warm our faces as we drove into the designated grassy area in front of the Better Half Kitchen in Leithfield for the Classic Car Meet which now takes place here on the last Sunday of every month, weather permitting. The venue is gradually becoming more and more popular with a fine array of vehicles on display. There was a band playing all the old songs to create a good atmosphere, and everyone was either out on the deck enjoying their coffee and breakfast, or wandering around to look at the cars with a jig in their step. "Gentlemen, start your engines!" It was time for the sprint around the back of Amberley to Pegasus Bay Winery via the empty ribbon roads of Harwarden and the Scargill Valley, all made just for TR touring (apologies for the slight route hick-up which had a few of us ambling along a dusty unmade road for a few kilometres to add to the excitement). By the time we all arrived at Pegasus Bay Winery the weather was just perfect for our picnic on the lawn overlooking the beautiful gardens and lake. Hot pies were a firm favourite, closely followed by fine wines and a selection from the Deli where you can choose your own breads, pickles, cheeses, meats and crackers etc - what a great idea! We'll definitely add this venue to our list for future outings. P S: Phil Van Deurs wishes he was here but unable due to being sick, but was with us 'in spirit'. (Hope that was Pegasus Bay Sav you're drinking Phil!)



What happened in May

Wednesday 10th May -TR Mid-week Tiki Tour

Not the biggest of turn outs but a great drive! We'd like to thank Bryan, Carol, John, Denise and myself for making the effort and to John Jones for planning an excellent run. Meeting at Robert Harris cafe in Rolleston, a lovely run through the back roads of Canterbury ending up at West Melton at the "Two Fat Possums", a most excellent venue, with fantastic food and drink, in all a grand day out.



21st May - Rolleston to Akaroa



A really good turn out with over 11 cars and once again meeting at the Robert Harris cafe in Rolleston with few more waiting for us at Little River. Considering it was a bit chilly, a couple of brave TRoupers chose to drive with the hood down, sadly not us, I blame it on Molly, (our Spaniel): who was keeping warm in the back, nevertheless a great drive. The cafe chosen



did not disappoint either. 'The Common' is a charming dog-friendly cafe with craft beers and a fine selection of food, and the owners made us very welcome. The craft gallery Villa next door was great for a smooch around too - all in all a perfect Sunday outing.



Wednesday 24th May - Meal at The Laboratory, Lincoln A really great turn out, The Laboratory is an interesting location with an on-site cinema and a very rude upstairs ceiling! A very happy birthday to Donna and thanks for the cake, my favourite, and thanks also to Bryan Thomas for the limes, they went down really well in my G&T the next day. A great selection of craft beers and great food topped off the evening.

Mike & Carole Lester





Deep South May Transmission Report

Things have been a bit quiet down here in the Deep South. The major event since the last TRansmission report was the annual Change of Colours run in April. Entrants had a great weekend with Central Otago living up to its reputation and putting on a fine display of Autumn colours. (see accompanying article) Our thanks go Colin and Jo for once again organising this very popular run.

Angus Katon

It was with regret that we learned of the passing of one of our original Deep South Members, Angus Katon, on Saturday 22nd April. Angus will be remembered as a go to person when you had a TR problem. His knowledge of everything TR was unbelievable.

Angus started his working life working as a mechanic for TR Taylors here in Dunedin and he often told the story of how he had the job, when he was an apprentice, taking new TRs out for a road run once they had been tuned and how he would “give them heaps” and how impressed he was with what he could get out of them. Little was he to know just how long he was to be associated with the TR marque.

Angus and Marg would turn up at TR Nationals or Deep South events in either their very nice concours winning white TR2 or their red TR4. Angus was always interested to hear what people had been up to and how their cars were going. Many a problem would be sorted out while standing around yarning with him and the Deep South group and the TR Register are the poorer for the passing of Angus as, unfortunately, you do not replace people with his knowledge and expertise easily. That, along with his friendship, will be sorely missed.

Our thoughts go out to Marg and their family at this very sad time.

Electrification of Vehicles

It has been an interesting time since my last Deep South Transmission Report. I have spent a period of time in hospital and then subsequently the post operative time recuperating. During this time I have been reading various motoring magazines which are very interesting. If you would believe all the hype you read we are all going to hell in a hand-basket if we don't buy an electric vehicle at an horrendous price. There has been only one article that I have found outlining what is happening in the alternative fuel market.

As an organisation perhaps it is time we started looking seriously at how we are going to be able to enjoy our cars in the coming electric revolution. If we are to believe the motoring magazines, in the next ten years all vehicles will be either electric or hybrid. "Yeah Right." Where does that leave us? Will our cars be able to run on synthetic fuel? Food for thought, it's no good waiting till the horse has bolted!

Trevor and Jane

Change Of Season Run April 2023

The group met at Jo & Colin's home in Mosgiel on a calm and sunny Saturday morning. They were given an Easter Bunny and informed that there would a photo competition (with a prize!) prior to setting off. As we were following SH1 to start with, there were questions to answer, to pass the time. Morning tea was at The Prospector in Lawrence. On arrival the Watkins discovered that the TR6 heaters were actually a lot more efficient than they thought. Their poor wee bunny was a melted puddle on the floor- at least this is what they said it was...

At Raes Junction, we turned off and then travelled back to the Teviot Valley via Moa Flat to take advantage of the great views as we descended. We were very lucky with weather as this can be a "Wuthering Heights" type situation!

Back on track, we travelled through Roxburgh to Butchers Dam, where we turned off into Conroy's Gully and Earnsclough - where the autumn colours were absolutely stunning and many photos were taken.



Lunch was a picnic on the far side of Lake Dunstan, just above the Clyde Dam, where we were joined by DSG Central Otago members and our mascot, Tor, who kept us entertained. He is a gorgeous tan and white border collie belonging to Trevor and Mark who, sadly, lost his brother and fellow mascot, Tussock, just recently.

After lunch, we headed to Cromwell, where most of us opted for the "Arrowtown Loop" - where the colours were awesome. On the way back, some stopped off to enjoy the fruits of the region. (wine, beer and snacks), we then headed back to our accommodation at the Harvest Hotel (formerly the Golden Gate Hotel). We enjoyed fellowship time (more seasonal fruits!) with our Central based friends and awarded the photo prize to Gail and Stephen Higgs and the "most- questions- answered" prize to Lauren and Peter Watkins. Then dinner in the restaurant, where much hilarity ensued.

Sunday morning dawned (sort of) with very thick mist which, luckily, burnt off very fast. There was a chance for us to sample (literally) the wares of the Sunday market held in Old Cromwell Town, which is well- worth a visit.

A group photo was taken at the lookout over the Confluence of the waters site. This is where the Clutha and Kawerau Rivers met and is now part of Lake Dunstan.



We then headed back down the Cromwell Gorge and some cars (ahem!) followed the complete instructions, while others did their own tiki tour- all arriving at Faigan's Store in Millers Flat for lunch where we were joined by Pratty and Liz in their rather gorgeous Bentley. Indeed, Susan Hope seemed reluctant to hop out....

A delicious lunch later, we all said our farewells, vowing to do this again!

Colin Deaker, Deep South Group

The Registrar Reports...

Registrar Report to 3 June 2023

At 3/23:

TR6 comm. no. CF20648-U, rego SD3624, engine no. CF21081UE, TradeMe asking \$38K. Pix on file.

974 Triumph TR6. 4 speed manual with type J overdrive. Twin SU carburettors, original Girling rear shocks. Motor rebuilt previous. Paint required. New hood.

TR6 comm.no. CR395-O rego GK3022 on TradeMe starting at \$30K; pix on file. Owned by Alisdair Keucke 1973;

At 4/23:

TR7DH comm.no. TPADJ7AA404559, rego. SX3103; on TradeMe via Turners Wellington, starting price \$700, passed in at \$2100 against reserve of \$\$\$4400, and now re-listed. Pix on file. Water and silt damaged from Eskdale Napier floods 03/2023. THIS IS A DAMAGED VEHICLE!!! Please ensure you have read the Terms & Conditions and all of the vehicle comments prior to bidding. No attempt to start vehicle has been made and no odometer reading has been obtained. Turners are not liable for forklift damage. *** WATER DAMAGE *** WATER DAMAGE *** is being sold DEREGISTERED. The vehicle will be flagged in NZTA as water damaged, height of water unknown or if water was contaminated or not. PPE should be used when dealing with these vehicles. Please complete due diligence before bidding on this vehicle.

TR6 comm. no. CR6125-O, rego. KQ2017, mimosa; TradeMe asking \$38K ono. Pix on file. This car needs work, it failed its last warrant because of rust and the engine is starting to smoke, the rust has been done but nothing else. I was going to do a restoration on her but due to health issues have decided to let her go to someone else. I have owned and driven her for the last 10 years and she is a lovely car to own. Comes with a new windscreen and the injection parts if you wish to go that way. Currently has two SU carburettors, also has overdrive on 3rd & 4th. Some work has been done.

TR3A comm. no. TS26230-L, new to Register. With member Laurie McDonald. Built 15 January 1958. Ex California 1986, converted and campaigned by Keith Cowan in SI road races at Dunedin, Queenstown, Waimate; and SI tracks. Never road registered in NZ.

TR6 comm. no. CR2522-O on TradeMe 4/23 for \$65K ono. Pix on file. Sold for \$35,200 at 10/2019.

TR6 comm. no. CP76548, rego. now GN837O (owe) (was JB7493), on Register stand Ellerslie April 2013. Owned by member Shaun Summerfield.

TR7DHC Comm. No. TPADJ7AT 212704, rego. HGF918, dark blue, on Register stand Ellerslie April 2013. Owned by member Derek Atkinson, who converted it to V8 (4.8 litre)

At 5/23:

TR2 comm. TS3648-O, rego HAL354. starting \$30,000, sold for \$47,400. Pix on file. Had ground up restoration completed 2014 in Napier with full engine rebuild, has traveled just over 3000 since then. Just had full service new WOF and registered till April 2024 Comes with soft top and tonneau cover, history of rebuild with receipts. I have owned this car for almost seven years, always garaged and serviced regularly. I spend much of my time in Australia now so it needs to be owned by somebody who will drive it more often, you will not be disappointed with its 2 litre four speed gearbox with overdrive.

TR6 commission no. CC30354-L – Commission plate in possession of Rob Taylor, Christchurch; 027-222-5140 rob@cliftonco.co.nz. Car last WOF exam 2014 according to CARJAM

TR7 comm. no. ACG14259, rego. IX2636. Stripped for parts for rebuild of JD8436 by George Looman, plates handed in and body destroyed as too much critical rust for an economic repair.

TR4 comm. no. CT8546-O has also been listed as CT7710-O via documents with owner Dennis Craig. Awaiting verification via BMIHT. CT7710-O unknown to NZ Register. Also suggestion that CT8546-O was assembled in Australia.

Kevin

And finally.....

Kevin - you may recall the exercise I did in 2013/14 trying to track the 5 14/9/54 TR2s that came to NZ in the same shipment, and get them together for photos on their 60th birthday in Christchurch. I established 4 were still road legal in NZ and got 3 together on the day. The 5th, TS3624 eluded me after the trail ran cold with 2 forwarding addresses in Australia. While John is no longer Archivist for the Aussie lot he still has access to their survivors list and just happened to comment "Another thing I noticed was that the TR after yours was also dispatched to NZ and was brought over here in 1973. It remains with the same owner and is still in daily use." Mystery solved, and a snippet to add to your records. So, 5 out of 5 built on the same day, (my 2nd birthday) all still road legal. Speaks volumes. And 1 last thing for your records. In 2016 I acquired a TR3a which may be unknown to the Register as it was a retired race car and had never been road registered in NZ. TS 26230L. Built 15/1/58. Ex California 1986 converted and campaigned by Keith Cowan in the days of the Dunedin, Queenstown, Waimate road races & mainly South Island track. **Laurie McDonald**

Spare a Thought

You should already have received an email calling for this year's indent requests. As a reminder, if you want parts that are not normally stocked, now is your chance to take advantage of the Register's trade buying power at Moss UK and consolidated costs of freight and handling. The current schedule is: by 20th June – all indent requests in to spares@trregister.co.nz, by mid July - estimated costs will be sent to Members for acceptance and pre-payment, by early August – the order will be confirmed with Moss UK, by early October - delivery anticipated. So - get those orders in asap.

Special Offer - Have you got gearbox troubles??

I have an uninstalled, fully reconditioned TR5/6 Gearbox from Moss, Part # UKC816R available. This is an O/D 'box, (but without the O/D unit fitted). It is fully reconditioned with new gear clusters and bearings etc. The import cost at the time (2017) was \$4000+ and it would be a similar cost today. Please contact me if you are interested. Open to sensible offers. That's all for now.....Happy Fettleing.

Ian H.

47 Years with TS3612

Alan Dunscombe



I always wanted an Austin Healey 3000, but could never quite afford one. Who could resist those gorgeous curves and the sound from that big straight 6 cylinder motor? Never mind the minimal ground clearance, it's all about the look.

In an earlier life I lived in a house in Christchurch with a group of fellow university students and friends. One of my flat mates came from a north Canterbury farm and had an early mk11 Healey 3000. I envied him that car, even tried to buy when he sold it to fund his 'O.E.' but couldn't afford his asking price. The memory of that car haunted me. A few years and cars later, 1976 to be precise, I was driving along Bealey Ave and saw a 'down at heel' sports car sitting on the side of the road with a For Sale sign attached. I didn't recognise it, but stopped to investigate anyway and found it was a TR2. It was roughly painted an un-flattering battleship grey, wasn't going due to a faulty clutch, but I thought I could easily fix that! We negotiated the grand sum of \$1000 and I became the new owner of TS3612.

I pulled out the gearbox to fix the clutch and found that it had a crack in the bell housing. No worries, I got that fixed by Roger Lusby at Vantage Motors on Moorhouse Ave. Turns out he had owned several TRs and had a pile of bits from a wrecked one so he quickly got me going again. At his suggestion I joined the Sports Car Club Canterbury and quickly met a group of young sports car owners with little money but lots of enthusiasm. The monthly meeting at the Governors Bay pub was a good excuse to have fun on the port hills roads. I repainted it white myself with a hired compressor & spray gun, how hard could that be? Unfortunately it was a bright white, so looked like a mobile refrigerator, but there was no stopping me now. Off I went with my new friends for weekend trips in our assorted old sports cars, gymkhanas, bbq's, even a bit of racing at Ruapuna as MANZ in those days ran a series of races specifically for road legal sports cars. There was even some prize money so if you were lucky you could actually make money so long as you didn't blow up.

By that stage I was working in the motor trade, and down the road from our warehouse was a panel beater. One of the guys there was a friend of a workmate, and he agreed to repaint it a nicer shade of creamy white at his home with this new-fangled two pot paint. "That'll keep the rust at bay for years" he said, and he was right! 40 odd years later it was still quite presentable from 6 feet away until you lifted the carpets up.



Next stage in my adventures was the famous 'Country Gentlemen's Historic Racing & Sports Car Club', or Country Gents for short. This was the brain-child of Allan Bramwell of Bramwell Scaffolding fame, along with Leon Wittie and Bruce Pigeon who went on to found Auto Restorations. Once a year they held a private race meeting at the Wigram Air Base with the help of the then Flight Commander who was a keen car enthusiast. A two day event ending up with a catered meal at the end of Sunday, in giant marquee complete with Jazz Band. These events were legendary. The cars that turned up were amazing. The complete spectrum from humble old TRs & MGs etc. right up to Ferraris, Maserati, Aston Martin DBR1, Bugatti type 35, Alfa Romeo P3, Stanton Bros. Corvette, Ray Archibald's Mk11 Jaguar, Dave Silcock's E Type, Gavin Bain's D Type, Stu Barclay's Morgan Plus 4 with TR motor, the Lycoming Special, the list went on and on. Nobody minded whether you were a millionaire with your Ferrari or a poor peasant with a TR2 so long as you were enthusiastic and didn't misbehave or hit anyone else.

By this stage I had made a serious attempt to sort out the front suspension to improve the handling. Briefly, nylatron bushes top & bottom to reduce play, camber reset to about $\frac{3}{4}$ degree negative to suit modern radial tyres, SAH shortened springs fitted along with their anti-sway bar kit, I did however replace the original bar with a significantly stiffer copy. Koni front shock absorbers were also fitted and disk brakes provided the much needed stronger front hubs. Before I did that I had two front hubs crack and the flange with the wheel attached sheer off. That means you only have three wheels, but more critically you have no brakes as the brake drum goes off with the wheel!

No-one still driving a TR2 with drum brakes should be using the original front hubs unless they have been properly crack tested, or better still replaced with better new ones.

I CANNOT STRESS THAT ENOUGH.



The rear suspension however is relatively standard. The springs have drooped over the years and thus the ride height matches the lowered front suspension. An engineer friend of mine made a simple panhard rod to a design found in a book of technical articles printed many years ago by the UK TR Register.

The motor was still basically standard then. A bit of porting on the cylinder head and planed to increase the compression ratio for modern fuel. Change of needles in the SU carbs plus trumpets, camshaft ground by SAH in the UK, all combined to improve the power but it is never enough!

Unfortunately the Air Force were eventually forced to give up the airfield and the land ended up being sold off for residential development. MANZ were not interested in cooperating with Country Gents so it quietly folded several years later. The modern 'Wigram Revival' run at Ruapuna now is unfortunately in my humble opinion only a pale imitation of those days, the racing is far too serious and consequently does not attract the type of cars which used to attend. After that I retired from racing, but managed to keep my car going so I could enjoy it during the summer months, often on a 'shoe-string budget while other expenses like houses etc. made demands on our money.

The motor was by then getting tired after flogging it around Wigram too many times, so I eventually scraped the money together to get it rebuilt by Peter Kennard. New pistons and liners, another camshaft grind, worked head with the bigger inlet ports off a TR4, extractor, and at his insistence sidedraught Dellortos. I couldn't afford Webers, but found a second-hand pair of 45mm Dellortos locally at a good price that luckily had the correct size venturis already fitted. Once he tuned it then it really came alive. Unfortunately no more racing, but still a very enjoyable fast road car.

A while later I invested in the rack and pinion steering conversion from Revington TR in the UK. Not cheap, but definitely worth it. Not only does it eliminate all inherent play in the original design, but it also makes the steering much lighter even with wider section tyres. Best of all by modifying the front steering arms they fixed the incorrect ackerman



angle inherent in all sidescreen TRs (his 'quirk' of the front TR suspension was rectified by Triumph themselves with the later TR4s, and needs a separate article to fully explain it) However the result is that it greatly reduces the tendency of the early cars to understeer badly, if you look at period photos of sidescreen cars in rallies you will see that they all have crumpled front guards because of this! Now I had a car that both went and handled much better. I feel that the end result of these mods is better balanced, the car 'turns in' well with minimal roll like a sports car should do (but then it may also be that I have driven the car for so long I am used to it).

All this time I was aware that rust existed in the floors and sills, however I trusted in the strength of the TR chassis to keep it safe, and managed to pass the wof inspections. About 10 years or so ago however the increasing government drive to force "old bangers" off the road, and the consequent increasingly fervent search for signs of rust as an excuse for failure reared its ugly head. It became a battle of wits to seek out fair-minded inspectors who understood how older cars with a separate chassis did not become unsafe if there was rust in the floor pan. The final straw was 3 years ago when I went to my usual garage who had treated my TR fairly over the years and found the usual inspector had retired. His replacement was a recent UK immigrant. After some time under the car he came out to give me the verdict. "Rust in the floors" he said. "You'll have to strip the underseal off so that I can inspect it properly before I go any further". Knowing that the inspection is only visual I was tempted to tell him to pull his head in, but a little voice inside my head told me to shut up and walk away. After the 3 week re-inspection period expired I chose another local garage who advertised they specialised in classic cars and they passed it without a problem. I realised then that the writing was on the wall.

Luckily I had some money squirreled away for this day, so the hunt was on for a suitable restorer!

To be continued

TIPS AND TECHNICALITIES

Wiring Looms

Colour coding: If you have an older wiring loom and the colour coding of the wires has faded here is a tip to restore the coding & make sense of your wiring. 1 metre lengths of Heat Shrink tubing are cheap and come in a variety of diameters and colours from Jaycar NZ. A 5 mm. diameter shrinks down nicely on the wiring used in my TR2, cut a piece about 25mm long for the base colour, shrink this on first, then cut a piece about 3-4mm. long for the tracer (secondary) colour and put that over the top of the base colour.

Cloth Tape for binding the loom. If the outer binding is frayed in places and you want to tidy it up you can use 50mm. wide adhesive cloth tape "Bear" brand. Available from 'Mega' Mitre 10 in black, similar to the well-known 'Duct Tape' it looks much better than the more common plastic insulation tape on older cloth covered looms.

Penetrating Oil

"Machinist's Workshop" recently published information on various penetrating oils. They tested these products for "break out" torque on rusted nuts and bolts. A subjective test was made of popular penetrating oils, with the unit of merit being the torque required to remove the nut from a "scientifically rusted" bolt.

Average torque load to loosen nut:

No Oil used	516 foot pounds
WD-40	238 foot pounds
PB Blaster	214 foot pounds
Liquid Wrench	127 foot pounds
Kano Kroil	106 foot pounds
Automatic Transmission Fluid/Acetone mix	53 foot pounds

The ATF/Acetone mix is a 50/50 "home brew". This "home brew" released bolts better than any commercial product in this test. Acetone is available from Mega Mitre 10 in 1 litre bottles at about \$18.00. I have found this mix to work very well, - mix it up and fill an old discarded 'spray bottle' from 'the other half that originally contained kitchen/bathroom cleaner etc.

Alan Dunscombe, Christchurch

LINKS

Use the online version of TRansmission to view these links:

<https://www.trregister.co.nz/transmission>

Record Breaking Day

70 years ago on 20th May 1953 a certain Ken Richardson drove a TR2 at a record 124.889 mph on the Jabbeke Highway in Belgium. MVC 575 was one of two prototypes shown at the 1953 Geneva Motor Show, basically standard mechanically but with some bodywork changes to improve the aerodynamics consisting of aero screen replacing the windscreen, metal tonneau cover, belly pan and rear wheel spats. The result was 124.889 mph over a flying mile, setting a new record for a 2 litre production sports car. The resulting publicity changed the fortunes of the Triumph TR marque.

To celebrate that achievement 70 years later to the day I made this photo in homage to that magnificent achievement (see front cover). I did not achieve the same speed, but at least my TR2 TS3612 and driver tried to look the part!

For more information on the recently restored actual car see the online article at this page:

<https://www.carandclassic.com/magazine/triumph-tr2-record-breaker-history-maker/>

Other links:

<https://trregister.co.nz/about-us/news/triumph-history>

I also found this interesting article on the car MVC 575:

<https://www.carandclassic.com/magazine/triumph-tr2-record-breaker-history-maker/>

Alan Dunscombe, Christchurch

Drive Your TR Day

<https://www.facebook.com/profile.php?id=100090853480071>

Wes Dayton

Targa Time Trial

Targa is now providing a Targa Time Trial at the Targa New Zealand events going forward. The structure of the Time Trial is not changing from previous VCC bannered events and we are offering either a five or two day event to choose from. As we no longer will be paying the substantial commission required of the Vintage Car Club, we have allocated this to support staff to assist with the Time Trial as well as a new pricing structure for competitors. Alise Inger is joining us as our Targa NZ Time Trial Co-ordinator starting mid-May. Alise has been a regular participant and is well versed in the nuances of time trailing. Welcome to the Targa family Alise!

Entries are now open for the October event, and there is no better way to enjoy your classic vehicle than on closed stage roads.

<https://targa.nz/targa-new-zealand-2023/>

Peter Martin - Event Director

Build Certificates

A little piece of information which may even be old news but given that I was able to advise Ian Dunscomb a couple of weeks ago I figured it may not be known around the fraternity as yet. I am aware of a few sidescreen era owners, including myself, who had no success in obtaining build certificates from The British Motoring Heritage Trust. The usual response is that their records are too faded to be decipherable. Something to do with the records in the '50s were done in pencil & did not transfer well to microfiche.

10 years ago I was pointed towards Bill Piggot and obtained a build cert, along with another for a fellow member. Bills records are apparently different to the BMHT records. Don't quote me on it but I think I recall something like his records were from the workshops after being rescued from the clear-out skips whereas BMHT records were from management offices.

Anyway, while catching up with Pikey, I was advised that Bill no longer offers that service but the great news is it is now offered by Mike Ellis, at marilyn.mike.ellis@gmail.com and that could be useful to other members.

Laurie McDonald

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)

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331