

TRansmission





TRANSMISSION

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FRONT COVER OUTER

TINY1 alongside TS74974 L
Alan Sutton (l), Pete Drummond (r)

FRONT COVER INNER

TR's from Wellington,
Manawatu and Wanganui

BACK COVER INNER

Bill - Top O' The South

BACK COVER OUTER

This could be you - the Devereux!

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



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TRanSport

Good news – when you read this, we'll be in Spring which is exciting for open top sports car drivers and passengers. Register members have much to look forward to, even though the next few weeks will be spoiled (my opinion) by incessant election coverage and speculation.

Democracy is the best model I know of, but I sometimes think that the time, money, and effort spent by the politicians and the media could be better invested elsewhere. Anyway, the noise will eventually die down and life will go on, including fun and fellowship amongst our TR fraternity.

While on the theme of leadership, I want to extend a warm thanks to Steve Martin for his amazing contribution to the NZ TR Register, as he has decided to step down from his Committee and Auckland Group Leader roles. He's been in those roles for many years and brought amazing passion and enthusiasm. He deserves a break and our grateful appreciation. Cheers Steve.

Thanks to Stephanie and Murray Booth for taking on the Auckland Group Leader role. And welcome to Dave North, TRansmission Editor, as a new member on your Committee.

Our organisation is successful because of the passion we all have for the marque and particularly the work that our Committee, Group Leaders, and others in Register roles do, all on a voluntary basis. We need members continuing to put their hands up for these roles, or at at least saying yes when asked/encouraged/cajoled to help out. Please.....If you haven't done so yet, I encourage you to register at the website for Hawkwood Classic Car Parts. They've done a great job in putting our TR parts on their site, which is easy to navigate and to buy from. This partnership between your TR Register and Hawkwood ensures that you can efficiently and reliably see and order parts you need, using excellent technology, good systems, and knowledgable people. Give it a go.

Enjoy your next quarter of TR activity and fellowship. Cheers

Stephen President

EDITORIAL TEAM

TALK

A quiet period so not to much in the way of group reports. It does however give me the chance to include some interesting articles that I haven't had room to include in previous editions. Enjoy.

Malcolm Devereux sent in a correction for the last edition: "In the last edition on the back cover is a superb picture of my car being raced. While I would like to take the credit for driving the car as stated on the inside of the front cover, it was actually being driven by the previous owner- Alistair McLennan."

Also apologies (if that's the right word for somebody enjoying a holiday!) from Mike and Carole Lester, so no Canterbury Tales: "Hi David, just picked your email up, presently we're touring in the UK with limited internet, won't be back until mid Sept, so sadly won't be able to contribute to the Transmission this month, hope you can make my apologies."

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.

*Dave McMillan
John McMullen*

*Whakamarama
Katikati*

*1972 TR6
1975 TR6*



The National Weekend 2024

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

National Weekend 2024 Vehicle Transport

A number of members from the north are planning to transport their cars north on the return trip after the 2024 National Weekend. The cost is competitive compared the cost of driving the distance when you take into account the cost of fuel, accomodation, Cook Strait crossing etc. Lesley Baillie has agreed to co-ordinate the bookings to arrange the best price possible based on group bookings. So any members who wish to use this service can contact Lesley Baillie on:

lesley.baillie@me.com

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 Cookstrait Crossings Ltd. 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.

tony@cookstraitcrossings.co.nz

Most of the organisation is in place now and the recce for the after tour has been completed. The after tour will start on Sunday 3rd March with a choice of routes from Alex to Te Anau for you to decide yourselves. Two nights in Te Anau with a choice of the sounds, early start to Milford to beat the buses and catch the 10:30 boats. For Doubtful the trip will need to be booked now as places are already nearly full. Plenty of other things to do as well. Also, accommodation is tight already in Te Anau so book now.

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 a choice of routes to Invercargill, with some interesting places to visit on the way. Two nights in Invercargill with the Tuesday morning set aside for the Cape to Bluff Rally to do their bit and get the photo shoot done. Then an afternoon at Taretonga Raceway, with plenty of laps for all. Retail therapy for those starved of it and then dinner will be at a special place.

A great drive to Dunedin via the Catlins and the Otago coast before a final dinner at the Dunedin Club. Should be an awesome after tour and well lead by Anne & Peter Shepard. 6 months to go, and that time will soon disappear, so we will see you in February 2024

The NW24 email address for all correspondence is:

alextrnationals24@gmail.com

See you in Alexandra 2024!



(Thanks, Nigel Hayman)



“The Devereux”

A Test of Man, Woman Machine



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

An Update.....



So... We may have been hunkered down for the Winter, but the team still has their eyes on The Devereux.



We are steady on 34 cars registered for The Devereux. 14 Full Tour Members and 20 more joining as we travel south towards Alexandra. (some have dropped out but been replaced by fresh entrants)

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.



We are about to commence the allocation of numbers for each participant and those signed up will soon receive emails asking them to apply for their own number. That number will be unique to each car and once allocated it will remain yours for life!! The Rally Badge will also include your own number.... So that can be added to the collection for the Pool Room!!

Currently we are looking at around \$45.00 or so per car for the pack, but we will confirm this as soon as we have final details. We are aiming at two full size Door Decals and two Rally Decals per Entrant.

Rally decals are intended to be used front and back on the cars, but that's open to your own interpretation!!

Planning for Route Timing, Fuel Stops and "Things to See" along the route is also underway. We are also looking to include some fuel economy type legs etc. We hope to publish this data soon.

Now there has been a YouTube Video shared amongst the Auckland crowd. Have a look at it. It has certainly stirred up a lot of comment here in the Northern Regions... and encouraged many to think about taking part. Its called Rallye des Princesses Richard Mille 2023

https://youtu.be/RF-n5ptE_Kc?si=L8nmgWRtqJlc2sii

Back to the Mainland...

Now, anecdotally we are hearing that quite a few "Mainlanders" are planning to join the Tour as we move through the top of the South Island and Blenheim.

We have just heard whispers about this.... but if anyone has firm info about the Group then we would love to hear more. We could then include this "informal" group in the regalia etc.... The more the merrier... So if you are part of a Mob planning to join up please let us know as soon as possible. There is of course the issue of letting you know about hotels and timing etc!!

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.

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 and she will put you on the database. Should be a lot of Fun!!:

<mailto:kaymadigannz@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 (scribe) 021 644081

chrisstiebel32@gmail.com

**I don't know the blue car's
driver but I know what he's
thinking**



(Thanks, Nigel Hayman, and no, it's not me - Dave!)



TOP OF THE NORTH Tales

Top of the North Group Report – September 2023

Wow, by the time you read this Spring will be upon us and hopefully (fingers crossed) some better weather. The bar is pretty low so any improvement doesn't have to be much.

It has been a very quiet period for our group this last quarter. Many of us have taken this down time for maintenance on our machines or finding warmer weather overseas. There is always something needing attention. For me it has been a leaking inlet manifold that demanded attention. The fear that goes through your mind when you stop the car, hear hissing and upon opening the bonnet a vapour and petrol smell –that's petrol leaking down onto a hot exhaust manifold.



Not everything is about cars. Nigel Hayman found a fine day recently mid week and went fishing. Photo of Nigel with his catch of the day- a 20kg hapuka caught of Great Barrier Island.

Until next time

Brian and Raewyn Cannons

City of Sails Area Report

Auckland Group Report – September 2023

We cannot recall how long Steve Martin has been our unbelievably “OUTSTANDING” Group Leader but suffice to say that he has decided to retire from this role and by the time you read this will have past the reins over to us....huge thanks to Steve for his leadership and enthusiasm for all things TR.

As far as the Auckland Group goes its been a very quiet quarter, the only notable events have been our monthly pub nights, which in the main have been well supported, even though we've had quite a few of our regulars enjoying the European summer. We on the other hand have found it difficult to plan a run due to Auckland's extremely wet winter.... looking forward we have planned monthly runs from September through to December.

With the NW in Alexandra and The Devereux getting closer we have taken this time to think about what might need to be done to ensure a trouble free run..... a WOF at our regular garage and request to check out a noise in the Differential, turns out we need the Diff rebuilt so a week in the garage is booked. We then decided the seat cushions, which are still original, are beginning to show their age by leaving foam dust on the carpet under the seat, they've seen some miles... The seats are now at the upholstery shop for new foam inserts..... its been 11 years since the car was restored and we now seem to be having a few issues coming up, water pump needed replacing, new alternator, water heater valve started leaking, and now the fuel gauge appears to have stopped reading. Further investigation is required with that. When replacing the water heater valve I inadvertently snagged the number 6 injector line on part of the heater valve stretching the line and putting a small hole in it, thanks to Dave Tong for making up a replacement line so quickly.

Just a reminder to register for the NW in Alexandra and also if you are planning to do The Devereux Run. This will be a great once in a lifetime trip – Cape Reinga to Bluff, including the NW, beautiful weather, top down driving... lashings of sunscreen, and of course great company.



Finally, we have the Classic Cover Ellerslie Car Show being held on Sunday 11th February 2024. If anyone is keen to join us in our team display we have 6 places that are allocated to us, and it would be great to have some new cars on display. Let us know if you are interested.



Remember Its never far in a TR...

Murray and Steph



Waikato Group Report – September 2023

Winter as usual slows down outside activities and the foggy Waikato days are a good excuse to tinker in the garage. The attraction of cars for most of our Waikato members extend beyond the TR range and we have several interesting restoration projects underway. These include a 1958 Austin Healy Sprite, a 1947 Bentley Mk6, 1960 Impala Coupe, a TR2 and a TR3. They all tell me that these are on track to be on the road by next year. Time will tell.

Our runs have been well attended. Local members of the Auckland Triumph Car Club often join us on our runs, and it is always good to see other classics amongst the gaggle of TRs.

Looking forward to Summer!!!

Vishu Singh

Winter run to Waihi Beach

Sunday June 18th – Weather: Heavy Rain, Flood Warning, Road Closure Warning

A hardy and hearty bunch of club enthusiasts inclusive of 4 wedges, Triumph 2.5S and one modern, eagerly awaited their instructions at the 'Ruakura off ramp' car park, unbeknown that they would then be steered directly towards the conspicuously thunderous clouds hovering over the East coast.

Puffer jackets zipped, hats on and scarves tied, this cheery lot happily returned to vehicles, and then fun began!

An error from this navigator 270m into the route, required immediate sustenance (forever grateful to Vishu and Cara for the lolly bags distributed at the start) to quell the marital discourse and reduce heightened stress levels of a certain driver ... and get us out of the car park!

With a greater understanding of navigational etiquette (no assumptions!) and a greater respect for following the 'clear and explicit' instructions 'skilfully written for us, the 10 km motorway stretch gave us the reprieve we required as we drove north, heading towards the Spinning Top Sculptures indicating our next off ramp adventure.

Negotiating our way through back country roads, flanked by lush farmlands and the Pukemokemoke Bush Reserve, we arrived at the Mangateparu Domain Memorial Gates, welcoming a Daimler Dart and a modern to our entourage. Time management was of essence and with a lunch date looming, an opportunity arose on traffic free country roads and long straights, to 'stretch some legs'. The Pageant Blue TR7 V8 needed little encouragement to set the pace, aptly supported by his competitive cohorts!

Skirting the perimeter of Mount Te Aroha the route was cleverly planned to avoid menacing dark clouds while directing us towards Paeroa 'Antique Town,' and with an allotted time for an L&P stop, we welcomed another group from Thames who joined our entourage. Driving towards the Karangahake Gorge we tested our skills, negotiating generally hazardous road conditions and debris on the road, whilst trying not to be distracted by the white wash of the normally placid Karangahake River. Some however, were distracted by the desire to locate 'Karangahake George' the old miner... or was that a cryptic clue for Karangahake Gorge!

Turning right onto Waitawheta Road, we traversed the road across the top of the brimming Owharo Falls directing us further inland, travelling on windy roads and crossing a ford, while commenting 'why would you' as we passed the vacant Waihi Golf club due to the inclement weather. Bold red instructions on our route map, indicated that our next manoeuvre needed to be carefully completed, as we turned right onto State Highway 2, heading towards Tauranga. Avoiding the often-precarious road from Katikati to Tauranga, we happily swung a welcome left at the Athenree turn off and headed towards the beach with the lure of lunch firmly embedded.

Driving parallel to the beach allowed glimpses of the ocean, a welcome reprieve for the driver and navigator who 'had made it'. Ample parking facilities at the Waihi Beach RSA, provided a great space to gather and reflect on our route, sharing moments of laughter and banter.



The Waihi Beach RSA has an outstanding ambience with its view across to Mayor Island and further down to the Mount. The view however was nearly

surpassed by the warm, welcoming staff and outstanding buffet meal. The coffees and hot chocolates consumed at the end of the day, seemed to emulate the essence of what had been a fabulous day.

Great people, great route, great place, great day. Awesome tour organised by Glenn and Clare. We look forward to the opportunity of repeating the trip in Summer with accompanying sunshine.

Viv Buchanan & Kevin Blackstock

TR Winter Woollies Run 29 July

A crisp morning saw a fantastic turnout and variety of about 9 Triumph's and a Morgan, MR2 and Sunbeam gathering at the old Bunnings site in Te Awamutu. After Toilets and Coffee places had been visited, Cazna & Steve broke the news to us that there was (shock, horror!) going to be a section of straight line navigation on the run. Each team was given a "how to do straight-line" sheet and it was explained that attached to the trial was an escape sheet to open if the straight line section got confusing. At the briefing, we were also told to read the overriding instructions which as it turned out, quite a few of us forgot completely once on the road... By the time we headed off the sun had come out, soft tops had been put down and everyone seemed keen to get on their way.



There were a number of questions to answer along the way which kept the navigators busy and we meandered our way through some amazing country roads looking for humps, farmers dog's, and bus's before arriving at the Fat Kiwi Cafe in Otorohanga for lunch. Yummy food and they looked after us well considering we were a big group of 24. Straight after lunch, we started the straight line instructions which took us across the town and around the Kiwi House before resuming the instruction sheet and exploring some more country roads with more questions about quarries, sins and pink boxes.... After Ted telling us his TR6 was running so reliably, it decided to pack a sad and stop on the side of the road. Many TR people stopped to offer support and to venture guesses on the cause which turned out to be the rotor in the distributor failing. Fortunately, Steve was following behind and zoomed back home to Trix Restorations to pinch the rotor out of Cazna's TR6.



Meantime, somewhere in the country - Cazna was on the side of the road looking out for people who had remembered to read the overriding instructions - it turned out not many of us did!

Fortunately, we all made it to the end for a coffee and relax back at Te Awamutu and everyone was still smiling. The competitive ones amongst us were keen to tally up their scores and received chocolate prizes. Nearly everyone had a go at the straight line and found it wasn't as hard as we thought.

Great cars, great weather for a change and great atmosphere

Bay of Plenty Travellers

Bay of Plenty Group Report – September 2023

Spring is in the air, and not too soon! We struck a 'gem' for our June run, a good 'hoods down' winter day. The Tauranga cars met up with the Katikati cars at the Robert Harris Cafe in Katikati for an hour long morning tea and catch up. Only three of the five cars were TRs, but we did see Nick and Ali's red TR6 for the first time [see photo, inside front cover]. The run took us north, through the Karangahake Gorge to Paeroa where we turned off to Te Aroha for lunch at the Ironique Cafe. The sun was still shining when left for the return journey, the Tauranga cars heading back over the Kaimais, the Katikati cars retracing their steps home.

August we planned to join the VCC on their charity 'Daffodil Run', but unfortunately our June luck did not hold out, and 'wet and windy' was forecast. The run did go ahead, being a National event, with many moderns, but with fewer entries than hoped and no TRs understandingly enough. A planned car show was a non event. The Charity made over \$2,500, but more was hoped for.

The 21st September will our 'Pub night' [and Spring], so we will be looking for good ideas. On the positive side we have a new member, John McMullen from Katikati who is restoring a TR6, so we are hoping John will join using whatever car[s] he has until the restoration is completed

Happy Motoring,

MICHAEL

Hawkes Bay Happenings :

Hawkes Bay Group Report – September 2023

Another 3 months flown by. We have not been very active during this cold and wet time with many taking the opportunity to escape to warmer climates.

June 29th we had a Club Night at the 3 Wise Birds in Hastings. A very buzzy bar/restaurant where they make cider and craft beer so plenty to choose from. A good turnout of members enjoyed nice food and fellowship although the surrounding noise of other guests was a bit overwhelming, perhaps a better summer time venue when the outdoor seating can be used. Great to see Elizabeth and Ian.

September 2nd heralds the start of spring so a Spring Run was organised to visit the Central Hawke's Bay Spring Market at Waipukurau followed by a picnic lunch at Taniwha, where we could sit among the paddocks of daffodils. The month of August was the first month we had had below average rainfall since last year and the last week was a string of fine sunny days. Unfortunately the daffodils are a week late so the opening of Taniwha was delayed by a week. A beautiful spring day dawned on the Saturday and 6 cars gathered at Pakipaki, 4 TRs and 2 others. A wonderful drive down SH2 to Waipukurau where crowds had already gathered at the Domain. We all managed to find a spot to park and spent an hour or so checking out the stalls where local artisans displayed their wares, they are a very artistic group down there. And so a decision as to where we would picnic for lunch, it was decided to go to the Swing Bridge which unfortunately was washed away by Cyclone Gabrielle, there was still evidence of the height the water had risen to. We found a spot in the sun and sat and ate our gourmet lunches amidst a lot of chat catching up on member's holiday trips over the last couple of cold months. Time to pack up and head back home. A lovely day out after all the cold and gloomy weather we have been having.



We have had an NPD petrol outlet open in Hastings recently and those in the South will know of the 100+ fuel they sell. It certainly makes our TRs run more sweetly and also seems to improve economy and it is about 40 cents a litre cheaper than BPs 98. We also have had a Good George Tap Room open in Napier so a new place to try for our Club Night. We are hoping for the long, hot and dry summer this year so fingers crossed.



Happy TRing, Graeme & Joy

Wellington Wafflings...

Wellington Group Report – September 2023

Wellington region winters have their fair share of rain and wind, but also clear, crisp days that are great for an outing in a TR so long as one dresses accordingly. One of those days was the last Sunday in June, when members from Wellington, Manawatu and Wanganui met up in Foxton for brunch, then a visit to Thomson's motorcycle museum, in the countryside near from Palmerston North.

Now two wheels are not normally my thing, even if they have a Triumph name on them. But anyone with any interest in New Zealand's motoring history, or just in old and wacky contraptions, should pay this place a visit (note however, that viewing is by appointment only, so do make prior arrangements).

The collection runs to more than 100 motorbikes, plus assorted memorabilia. Along with the usual oil cans, signage and a fine collection of spark plugs, these include a pair of leather trousers that we were assured once belonged to Steve McQueen. There would also have been a matching jacket, except that the person who McQueen gave the trousers to didn't want that as it had the star's name all over it ...



The core of the collection, though, is a large number of pre-1920 motorcycles. These provide a fascinating picture of the early history of two wheeled motoring. They are a quirky lot, but what they all have in common is that they look incredibly dangerous. Those were clearly exciting times!

It was with a renewed appreciation for the comfort and safety of the TR3A that I set out for the drive back to Wellington.

Thanks are due to Jim Vassiliadis for organising the run, and to Peter Thomson for his informative and entertaining commentary

Johnathan



Coming Events

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



THE TOP O' THE SOUTH REPORT

Top O' The South Group Report – September 2023

The lonesome road and a table for one



Trying for a winter's group outing failed to attract a good muster. Late June/early July either saw cars laid up, members committed to other priorities, or the weather forecast looked decidedly unsuitable. There was one particular early July day, chosen at random. With no company available I decided to go it alone. There'd been a cracking overnight frost. Undeterred I set forth, the only concession to the cold, the tonneau cover snapped into place. And naturally the car's heater was pressed into service. It offered two heat settings so my comfort was assured. Setting 1 = freezing. Setting 2 = frigid. I opted for setting 2 lest I froze.

I drove from Picton, out through vineyard territory, heading nowhere in particular. Tell-tale pockets of white, vestiges of the overnight freeze, still marked the ground. The sun shone, but with little warmth. The frost's retreat, reluctant.



The entrance to the Wakamarina Valley came into view, the Pelorus Tavern, (nee Trout Hotel) standing sentinel. It's played host to passing trade for well over 100 years and I'd arrived in time for an early lunch. A table for one did the trick. A fortifying meal and I was replete. I spent a leisurely while looking around the area. Eventually the passage of time dictated I turn back. A brief stop at Havelock, a warming coffee from The Captain's Daughter, then onto the alternate Grove Track route to Picton. It's a scenic stretch, hugging the inner Queen Charlotte Sounds, and I stopped at will to admire the panorama. But the day remained cold, and visions of a blazing wood fire and warm house willed me homeward.

CC Daffodil Car Show

August 20, and branches of the Vintage Car Club held variations of its annual fundraiser, the Daffodil Rally For Cancer. Blenheim's contribution was a charity car show. The conditions didn't look at all promising. Heavy rain and wintry temperatures the day before, and continuing through the night, gave visions of a likely cancellation. But the weather office made the right call and show day dawned sunny and calm. Avril and I had the TR3A on display and Top O' The South's Chris and Lyndie Henry and their TR6 kept us company. With Andy Lee's TR6 laid up, and Terry Watson's one now based in the Wairarapa, we greatly appreciate Chris and Lyndie's TR6 in the group.

Good friend Harold Gratton added to our Triumph park-up. He favoured his Triumph 2500 saloon on this occasion, leaving his Stag at home. As usual, the display of classic Triumphs drew very favourable attention. Incidentally, Harold is the Top O' The South's Stag group leader and it wasn't long before we were discussing the prospects of a combined Stag / TR outing. There are conversations to be continued, and plans to be agreed. Watch this space.



Bill



Deep South Group

Deep South Group Report – September 2023

It has been a quiet time down here in the Deep South. As you get older it seems to get harder to find the enthusiasm to get out and suffer a day of cold motoring and pretend you are enjoying it. A bright spot in the winter is that our monthly club nights are always well attended. It's very good to get together with the group even if it is not out on the open road.

We have had one Winter run with the Cromwell VCC. John Wilson, an ex member of the Deep South Group, and president of the Cromwell VCC contacted us to enquire if we would be interested in joining them in a run to Waipiata, near Ranfurly. The word was put out and four hardy souls (two cars) from Dunedin and two from Central Otago responded that they were keen.

The idea was the two Dunedin entrants would meet in Outram and head off over the Middlemarch road, weather permitting, which is what eventuated. The Higgs and the Paytons met up at 9.30am and headed to Middlemarch for a much needed coffee stop. There was some concern that the road could have had a snow problem but this was unfounded as other than a bit of fog the weather was brilliant. A little snow on the hills but other than that, a near Spring day. After a welcome cup of coffee and a date scone (which scored a 9 out of 10 for yum!) it was onto to Waipiata to meet up and the get together with the Cromwell group and our two Central Otago members, Ian Ramage and David Wright. Ian certainly held the TR ethos up, braving the cold and arrived with the top down. Well done Ian, you certainly showed the rest of us up!

Jane, Gail and Stephen on the road at Middlemarch



TR'ing the way should be, top down. Go Ian, you show them



Some serious discussion regarding the merit of TR engines

It was great to met up with a different group of motoring enthusiasts even if most of them did turn up in modern cars. As one of the people explained, it was a vintage car run and his car was a vintage with no driver or passenger protection at all and it would have taken him all day just to get there and as much to get home so we let them off, it was the fellowship and the get together that was the prime focus.

After a very pleasant couple of hours and a very enjoyable meal it was time to say good bye to a new group of motoring friends and our Central Otago members and hit the road again before it got too cold. It was interesting to observe Ian getting wrapped up for his top down trip home. Perhaps the TR Register should be talking to Ian to see if he would be happy to suggest clothing to add to the TR regalia shop??

This run through Middlemarch is motoring at its best. Hardly any traffic, fabulous scenery, a great road with hardly any pot holes!! and a great cafe with yummy date scones as well as other tasty fare. What else could a TR driver want?

The anticipation is building down here for the TR Nationals 29th Feb-3rd March 2024. We have ordered the weather and guarantee a great time both on and off the road.

Alexandra, The Place To Be 2024

Trevor and Jane

The Registrar Reports...

Registrar Report to 24 August 2023

At 6/23:

TR6 comm. no. CP75800-O; rego. FS7785; 1972; now with new member Paul Hesselning; pix on file. p.hesselning@xtra.co.nz

TR2 comm. no. TS3648-O; rego. HAL354; now with new member John Toogood, Waiuku; ex Colin White and Colin Conway; pix on file. jltoogood@orcon.net.nz

TR6 comm. no. CP77624-O; rego. YZ6310; with new member Dave McMillan, Whakamarama BOP. See earlier entries.

At 7/23:

TR6 comm. no. CF8828-U, rego. LFR446, LHD, dark green, "Esmeralda", in Beaded Wheels May 23, and spotted at Warkworth A&P show... owned by member Jim Flewitt, Warkworth.

At 8/23:

TR6 comm.no. CF20053-U; rego. SD3624; red; for sale Classic Driver 08/23; no pix, but see owner history file. (John at 0276-441-069;)

TR6 comm.no. CR6125-O, rego. KQ2017, mimosa yellow; now with founding/returning member John McMullen, 353 Lockington Road RD4, Katikati 3181; currently in restoration; pix on file;

TR6 comm. no. CC59610-O, rego. 71TR6, magenta; Trade Me asking \$55,000; pix on file;

Kevin

Spare a Thought

Transition of Spares to Hawkswood

Unfortunately I was unable to confirm the Agreement we concluded with Hawkswood before the cut-off date for copy for the last TRansmission, the agreement being concluded and signed a few days later. The subsequent spares transition to Hawkswood has been remarkably uneventful, with some 100 of our members now registered at Hawkswood to take advantage of their services. Whilst I had some queries about why and how we decided to go with Hawkswood, the majority of commentary has been positive. Apart from a few odd-ball items, all the Register's parts are now catalogued, photographed and available on the Hawkswood site.

In summary, having Hawkswood as our spares partner gives all Register members:

- 24/7 on-line access to over 5000 British car parts (including the 500+ from the Register)
- Availability status
- TR Register member-only discount on all parts
- Prompt dispatch
- A far better service all round than I was able to provide

Indent status

The request for indent parts this year was one of the largest I have ever processed. The order has been picked and packed by Moss. It is currently waiting collection by our shipping agent. It is due to arrive in Auckland on 10th October. How indent orders are processed in the future is a discussion yet to be had. I have been running the spares programme for the Register for well over 10 years and had been involved in the process for many years prior. Whilst dealing with members and helping supply parts has mostly been enjoyable, I feel we are now at a point with spares availability where I can step back and go on holiday without feeling guilty. BUT – I'm still happy to answer queries if/when I can.

Happy Fettleing

Ian H.



47 Years With TS3612

Part 2, Preservation or Restoration?

My planned TR 'Preservation/Restoration' went through a number of iterations. The increasing awareness of the true value of original cars with genuine patina, as opposed to the recent trend towards over-restored "trailer queens" resonated with me. My original interior is still in surprisingly good condition apart from the fact that I have replacement seats (& obviously carpets) and the bodywork still looked acceptable from 6 feet or so thanks to that paint job. I therefore initially hoped to do the minimum apart from the floors & sills etc. and try to retain the rest of the bodywork "as is". My aim was definitely to be Preservation not Restoration.

My search for the restorer commenced with "the usual suspects" in Christchurch. First of all Auto Restorations, well I thought you might as well start at the top! I knew that they had done at least two sidescreen TRs including Leon Wittie's historic TR2. I received a very polite reception, but I could tell they were a bit dubious about my initial plans so I decided upon a tactical retreat. Upper Classics were next. I knew that their MD Terry Cartwright was a long-time Triumph 2000 owner and specialist in the past, and sure enough on my arrival I saw a TR6 being worked on. It soon became obvious however that they had more than enough work to keep them going for years so they were out. Time to cast further afield.



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where we live. It is very much “a leap of faith” to entrust your baby to a stranger, but after talking at length to the owner I felt that we were on the same wavelength so a deal was struck. I stripped out the motor & gearbox, radiator, all the ancillaries attached to the engine bay like wiper motor, brake clutch master cylinders etc., plus all the carpets & door panels etc. and then despatched it down to them on the back of a truck. I also supplied some brand new replacement panels I had already purchased from Moss UK in preparation for this work; new floors, A posts, sills, assorted rear body mount panels, closing panels plus chassis mounting pads and the assorted more unusual fastenings used with some of these.

The elephant in the room however was Covid-19 as we were now in August 2021 and the country soon entered lockdown once community spread cases were identified.

Reasonable progress was made later in 2021 after alert levels eased, with me visiting weekly to assess progress and provide advice when needed. Once the l.h. floor and sill were cut out it became apparent that all was not well with the rear at the junction of the sill, floor panel, inner & outer sills and the front of the rear guard and B post. It was impossible to assess this area until it was cut open, and of course it was worse than I had hoped. However once we had got this far it had to be done properly so my plan changed to a more comprehensive repair job. I have to say that I take my hat off to anyone who can successfully tackle that part of the bodywork themselves, it looked far too complicated to me. My trusty fabricator however said no problem, he had fixed far worse than that.

The decision had been made not to remove the body from the chassis as it was not felt necessary, and it would be much easier to keep all the body parts aligned correctly if it remained mounted on the chassis. Leap of faith? I t's a bit disconcerting when you get to see your car with no floors or sills left, only the chassis and some RHS bracing welded in between the front part and the back parts of the body holding it in place. You have to trust that they know what they are doing, which of course they did. In fact now it is finished the doors shut much better than I ever remember them doing in the whole time I have owned it.



While I was getting the panel work done I took the opportunity to incorporate several upgrades. Firstly serious re-enforcement of the rear shock absorber mounts to the chassis. This was quickly recognised by the factory in period as a problem and I had sourced a copy of the factory service bulletin

Standard Triumph put out to dealers for the necessary reinforcements. I got my engineer friend to draw the brackets up as a CAD file, then got them laser cut by Prometal in Christchurch. My fabricator then welded them onto the chassis while also repairing the cracks that had opened up where the original inadequate brackets were welded onto the chassis.

I also took steps to correct the well-known design flaw that accelerates rusting in the cavity where the front wing bolts onto the bottom of the sill. Although Triumph provided so called sealing plates to bolt onto the side of the front bulkhead in an effort to prevent mud from accumulating in this cavity they are not 100% effective and dirt still accumulates there. This is compounded by the fact that rain water runs off the sides of the bonnet onto the top of the inner wing, and then runs back down into the aforementioned cavity between the wing and the cockpit side panel joining the bulkhead to the A post. This damp muck never gets a chance to dry and quickly leads to rust attacking the front of the sills.

Revington TR (UK) sell a kit to help alleviate this problem (kit RTR7541k). This kit includes a couple of brackets designed to be welded underneath the top of the inner guard just in front of the bulkhead, after drilling a matching hole in the top of the inner guard. You then run a plastic drain tube from the bottom of this bracket which they suggest you drain out through a hole drilled in the folded bottom of the wing. I decided instead to bring the tube forward to the rear of the front bulkhead then through that via a 90 deg. bend welded in place pointing downwards. Then when the front wing is bolted into place you seal the offending gap between the inner guard top, bulkhead, and the wing with RTV, encouraging the rain to instead drain down through this new tube and discharge into the front wheel well. Over the years I have seen several articles on various TR email chat-lines on how to deal with this problem, but I consider the Revington kit to be superior to any of the alternatives I have seen.

I also improved the drainage at the rear of the boot drip channel by installing larger diameter drain tubes, also supplied in the RTR7541k kit. These are matched with larger diameter tube to drain the water into the rear guard cavities as originally fitted. The original factory tubes are too small in diameter and easily block up with road dirt, hopefully this will fix that.

Once the bodywork repairs were completed it became obvious that we would need a total repaint, yet another change of plan. The understanding however was I didn't want a concours winning over-restored 'clear over colour' modern paint job, instead something more like the way it would have left the factory in 1954. Luckily they understood exactly where I was coming from and completely agreed with my choice. The original colour of my car was 'Pearl White' and my replacement choice being Jaguar Old English White as used in later E-Type, and I have had many positive comments on how well it suits the car. That, combined with the minimal preservation done on the interior trim (which is approx. 95% original but re-coloured with VHT vinyl spray) produced almost exactly the result I was originally looking for, and virtually everyone who has seen the finished car approves of my choice!



While talking about painting it is important to mention the wing beading. TR2s used a body-coloured cloth beading, unlike the later cars which had the S/S beading. I was able to source a suitable white pvc beading from an independent VW Beetle parts supplier in Christchurch at a very reasonable price. Apart from looking correct this helps seal the gap between the wings and body shell much better than the metal beading and eliminates any metal to metal contact preventing any problems with electrolytic corrosion between the s/s and mild steel with subsequent rust. Roger Williams is quite specific in his book "How to restore Triumph TR2 & 3" that the rear wings be painted off the car, not when bolted in place as the factory originally did. On pages 86&87 he covers this in some detail, and my panel shop agreed to do this. All the metal in these areas was fully primed and painted before assembly, then liberally undersealed after assembly for longevity.

Once I got the car back home in my workshop it was time for the re-assembly. Interesting that it took me less than a week to take it all apart, but closer to six weeks to re-assemble it all again! Luckily I took care to label all the bits I removed and store them carefully in labelled cartons along with notes and diagrams for refitting. Even though I have worked on the car for over 40 years it is amazing how much you forget when it is away for a year. I should also confess that I took the opportunity at this time to install a new replacement heater and tidy up the wiring loom.

In conclusion, after hearing a number of horror stories from people who had disastrous end results from various supposed expert restoration shops, I feel that the whole process went surprisingly well and the price was reasonable. I worked hard to maintain an excellent relationship with both the fabricator and the business owner, this is very important to ensure a good outcome. It is impossible for them to be intimately familiar with every different car they have to work on, and if they feel they can ask for guidance on a particular feature of our cars without being judged for that then it helps both us and them. When I was finished I took the finished result down for them to see, they were very pleased with the result, and the fabricator was thrilled when I took him for a ride in it.

A point of interest concerning my cars production date. Thanks to the kind help of Laurie McDonald I obtained a certificate confirming the build date as September 13th 1954 between 11:30am and 1:00pm, yet it was not registered as new in N.Z. until 25 August 1955 to the original owner Oswald Miles in New Plymouth. Why this delay of 11 months when most of the other cars imported into N.Z. with similar commission numbers were registered new in November/December 1954? I have been unable to definitively answer that question, but the most likely answer is that the dealers retained it for that time period as a demonstrator on dealer plates. The bonus being that the dealer probably enjoyed driving it around himself during that period at no cost! That was apparently not uncommon in those post-war days of scarce new cars in N.Z.

I make no bones about the fact that my car is not as it left the factory. It should probably be called an 'Outlaw TR'. This term was born in the USA to describe the significant number of modified Porsche 356's there, as a reaction from the purist restored Porsche owners. It is easy to upgrade the mechanics of the 356 series with later parts from the 911/912 series to make them so much faster and better handling. Similarly it is easy to do the same to our 4 cylinder cars without losing their character, so why not do it?

So what have I ended up with?

As Glen Waddington, Associate Editor of the respected magazine 'Octane' put it so nicely... "Patination. I like cars that look their age, for me patination can be beautiful. The hint of dulling on a chromed surface, gentle wear that makes leather trim so much more comfortable... It's evidence of history and a life lived well, rather than papering over the cracks".

My leather seats have creased and settled nicely into the shape of my body, the dashboard and doors have all the (weathered) original vinyl, the chrome around the gauges and switches is all original also weathered, the knobs on all the switches are original with most of the white lettered faded away. The bodywork is not 100% perfect, but I bet it wasn't when it left the factory either! The windscreen has a couple of scratches in it, but it has lasted 69 years and still does the job. I look out over the bonnet and it has a nice shine to it now and a colour I really like. I see all these elements when I drive my car and it feels like home, all those miles we have enjoyed together, may there be many more.

Finally, an added bonus after all this work is that I can still truthfully say that my car is worth more than all the money I have spent on it including this rebuild. Not many people I know with classic/collectors car can say that!

Alan Dunscombe



A Lifelong Association With The Standard Engine

Growing up in a farming family where my Father and his Brother farmed adjoining properties there was no such thing as Health and Safety and we were encouraged to participate in the daily farming life if we wanted to. I am number three in our family by almost a decade and my siblings claim that when they were at school that I became Dads Tractor steerer before I could walk.

Both the brothers had Ferguson TEA 28 Tractors that I presume all of you will know were powered by the Standard Engines of 2,200 cc as found in Triumph and Vanguard cars of the day. This power plant was used in petrol powered Ferguson Tractors from 1947 and for the next thirty years. Modifications to suit being used in a Tractor were stronger block as this formed the connection between the back-end and the front axle, bigger water-pump, four speed Gear box with a top speed of fifteen mph and governed to 2,200 RPM.

In those years after World War Two resources were scarce and imports controlled as everybody tried to get back up to speed. Old machinery was patched and repaired to last another year or two and many a horse drawn implement was modified to go behind an internal combustion engine powered machine. Farmers regularly worked in together sharing labour and various implements. A project I remember often being discussed by the two brothers who enjoyed the challenge of creating something a little different together was to fit the head assembly of a Vanguard car to one of their Tractors. It never happened!!

In 1972 I bought a second hand Massey Ferguson 135 Diesel Tractor that was fitted with a Multi-Power gear-box. "What's Multi-Power you are probably saying?" It is a hydraulically operated system of clutches that increases the speed in each of the six gears by one third. However it had some bad features in that there was no engine retardation in the low speed and in the high speed if the clutch pedal was depressed and the vehicle rolled back a couple of inches the gear lever could not then be persuaded into neutral. This sounds dangerous I know but once you have operated it for a time it all becomes second nature and is a pleasure to work with. However with employing help on the farm and having their children and sometimes spouses helping by driving from time to time there was the potential for more things to go wrong.

My solution was to buy another similar tractor but this one had the petrol engine. I split both tractors in half and put them back together the other way around this gave me the diesel powered machine with the simpler six speed gear-box and the petrol tractor now with the higher speeds, about 20 mph, available.

The next part of the project was to now acquire a four cylinder Standard engine and use its internal parts to bring the Fergi engine up to saloon car performance. We threw away the Governor, put in bigger valves and heavier springs, change the inlet manifold and carburettor, this meant having to cut the side out of the fuel tank, install an electric fuel pump and change the Camshaft. The last modification was to fit bigger tires. The end result was very satisfying but of little practical use on the farm. It now revs to 4,500 rpm and sounds very sweet doing just over 60 kph. Great on the road, gives motorists trying to pass a hell of a surprise and passengers get their hair-do rearranged. I think Dad and his brother would have a smile on their faces with the result.

As a teenager growing up in New Zealand I remember having a brochure of a Triumph TR4a that I would drool over but I knew that the Government had strict control over imports and controlled licenses for the Car Companies to import their stock. Of course they would choose to supply more run of the mill family saloon cars, a lot of these were delivered here in Completely Knocked Down (CKD) form and assembled here using a percentage of local content. Even then you would have to put your name on a waiting list for the model that you wanted and this could run into years. Anything regarded as even slightly exotic was a rarity. The only way around this was to have access to Overseas Funds and use these to bring in the particular car you wanted.

So in 1969 I headed for Australia to work for a couple of years and endeavour to save some Aussie dollars to put towards an interesting car. I happened to be in Brisbane when their Royal show was on and saw the first newly released Triumph TR6. Quite frankly I was disappointed as I thought that a lot of the character had been lost in an attempt to modernise the original design.

Due to a strange set of circumstances I came back to New Zealand after two years and spent my dollars buying cows and going farming.

One Friday Evening in November of 1975 Helen and I happened to be driving through Otorohanga and right there was a second hand TR6 for sale at the local Triumph Dealer. Of course we stopped and had a quick look. Helen wasn't really impressed and said "It's just an M G sort of car." I thought golly I haven't educated her very well.

At some stage over the weekend I happened to say "you know that wasn't a bad car really'. Her reply was "Well why don't you buy it and get it out of your system". I would, I replied but I don't have any money to spare at the moment. Her reply was 'Well I'll buy it for you then and you can pay me back'. Golly I thought I have educated her well.

In due course we went and had another look. It was registered new in Auckland in December of 1971 so it was the 150hp. model and had 37,000 miles on the clock with wire wheels, overdrive and a detachable hard-top. All that I would have wanted. The bad news was that it had a white soft-top that was not Persil white, the carpets had been replaced with a locally made Autodeck set, probably because it leaked so badly, some interior panels were ripped mainly from the soft-top brackets loosing some of their fastenings, the rear shock absorbers were about 10% effective but worst of all it had been really poorly repainted. It had originally been Maroon but the original owner had found this too hard to keep clean so had had it redone in a pale yellow. I was prepared to part with 3,600 of Helens dollars and do some tidying up.

Over the next six months I attempted to put right the things that I could see were wrong including having the vinyl soft-top recoloured black and the body painted Cameron Green. In hind sight I should have taken all the yellow paint off and resprayed in the original colour. A few years latter I fitted a new set of chrome wire wheels with 185 / 70 x 15 tires. What an improvement that was. To the best of my knowledge it has never had a trip to a panel beater so in some ways it is original with two owners but with many changes. Helen and I have been fortunate in that we have been able to retain ownership of "Trumpy " over those family building years by parking it in the back of a shed somewhere on the farm and having Steve and Cazna Payne near by to keep everything in running order so we could give it a run over summer. It now has only 72,000 miles on the clock so in forty eight years we haven't covered as much ground as the original owner did in four.

Although very happy with the TR6 I still had a hankering for those more traditional lines of the TR4a and the rugged old four cylinder engine I knew though it would have to be right up there to replace or live along side Trumpy. In 2014 I saw that Ashley Southgate had his TR4a advertised for sale in our 'Transmission' magazine. I had heard about this car and had seen other examples of his work on TRs. Over the space of a month or so I made a couple of phone calls to him, the price came down but in the end my head ruled my heart and I turned down the chance to own his car.

Two years later I was browsing through Trade Me, always fatal, and there was this red TR4a for sale in Nelson. It had to be Ashley's old car and a phone call confirmed that that was so. What the heck you only live once so we now have his old but beautifully restored car with Surrey-top overdrive and wire wheels in our care. It is a lovely example and a credit to his workmanship.

Strangely a few years ago Ashley, through Kevin Tinkler, contacted me and we had a long conversation about his times and adventures with the car. He asked about buying it back and we agreed that that would be possible if he wanted to go ahead. Sadly I learned a few weeks later that he had died.

So those are the ramblings of someone who the first vehicle I drove was Standard powered. I now have the responsibility of caring for and preserving for the future:

1949 Triumph Roadster. (Bergerac style)
1950 Triumph Renown.
1957 Ferguson 35 Standard.
1965 Massey Ferguson 135 (modified)
1966 Triumph TR4a

These all have the Standard based engine that powers the earlier TR that many of us drive with enthusiasm. The TR6 is still in our care and awaiting a sympathetic make over.

This explains the association I have had with this rugged old engine all my life and if I have my way, for the rest of my time.

Chris Empson – Waikato



LINKS

Use the online version of TRansmission to view these links:

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

A couple of great articles here on the subject of patina and preservation. Relevant to all TR owners, especially those fortunate enough to own the earlier sidescreen cars, these links come from longtime TR2 owner and aficionado Alan Dunscombe of Dunsandel who has enthusiastically campaigned his TR2 for over 40 years. Alan now has his TR2 back on the road following a very sympathetic and thoughtful recommissioning/refurbishment/light restoration, which has retained so much of the original character and charm of this unique and wonderful TR2. Unfortunately many cars today are over-restored to a point where much of the original fabric of the car is destroyed. Not so with Alan's TR2 - he gets the balance between conservation and restoration just right.

<https://classicmotorsports.com/articles/patina-good-bad-and-how-preserve-true-time-worn-cl/>

<https://classicmotorsports.com/articles/striking-balance-between-preservation-and-present/>

How To Build A Complete TR2 From Scratch ...It Can Be Done

Deep in the depths of the Covid lockdown I got to wondering if it would be possible to create an entire TR2 from used parts. I already had a body tub, and a few other random loose spares, so what could possibly go wrong?

In an earlier TRansmission article I detailed the start of the journey, where sidescreen stalwart and all round good guy Angus Katon from Cromwell encouraged me to get cracking and do something with my TR2 body tub cum driveway sculpture. Since then a couple of chassis' came to light through the generosity of Bryan Thomas (Christchurch) and John Chetwin (Kakanui). Chassis rebuild commenced and went pretty smoothly, and I started advertising in the register magazine and website. I also pestered every sidescreen owner I knew (and quite a few that I didn't) in order to try and locate missing parts. eBay U.K. was also trolled extensively on, and there I struck gold with a guy who had a large cache of used TR parts. All the major body panels and mechanicals were sourced within NZ, but lots of hard to find smaller stuff came via frequent courier consignments of small packages from the UK.

Fast forward to today and I can happily report there now exists a complete 1954 Triumph TR2 longdoor, with every single significant part present, all created entirely from spares. The rolling chassis has been assembled, but as you can plainly see the TR2 still needs a complete restoration. None of this would have been achieved without the support, encouragement and generosity of fellow NZ TR Register members. Parts were sourced from throughout the country, literally from Alexandra to Auckland.

So where to from here? Some who have seen the car reckon it should be restored. Another school of thought is to re-commission it mechanically, but leave it's patchwork of colour and corrosion alone. Others say it would be an ideal basis for a classic racer. If all else fails it could simply be sliced down the middle to create a large matching left and right hand side wall hanging for the man-cave. What do you think? I'd be interested in your views.

pdrummond@slingshot.co.nz

Arrowtown Show and Shine Car Show Nov 2022. To the left a rather thoughtful looking fellow appears to be musing on the origins of Pete's TR2, whilst on the opposite side a youngster looks on with amusement. Meanwhile Pete's fully restored TR3a is getting quietly ignored in the background. (photo credit Julie Drummond)



Pete Drummond, Arrowtown

* Sadly since writing this piece Angus Katon passed away. Angus was a wonderful guy, very modest and self effacing, and with a wealth of knowledge on all things mechanical, especially sidescreen TR's. Angus always greeted everyone with a wide smile, and we miss his presence greatly in the South.

Triumph TR3a Pedal Car – One Lady Owner!



A half-size fibreglass TR3a pedal car has recently been restored in Arrowtown for it's original owner.

But first a little history. "TR3a pedal cars were made by Coventry Laminates and used principally for showroom display. Between 50 and 60 are believed to have been made and they are highly prized by collectors today" (from the book "Triumph TR2, 3 & 3a In Detail" by Bill Piggott.)

It is thought that only 7 or so are still in existence today. This number includes a pristine red example which is displayed alongside it's full size counterpart in England's Heritage Motor Centre (Gaydon) The Gaydon pedal car carries the registration plate 'Junior' but you could have called it whatever you wished as these half-sized cuties were never destined for the open road. Junior's full sized stablemate is a magnificent red example on painted wires carrying the registration number 643HYX.

Now back to our feature car 'TINY 1'. The half-size TR3a was purchased in England by the current owner Joanne's parents when she was a little girl. She has fond memories of playing in it as a child, and also remembers the time when it was modified by cutting a large hole in the boot lid to instal a petrol motor. The family later emigrated to New Zealand and brought little car with them.

As is the way of things little girls become young ladies, and playthings of the past tend to get put aside. Fast forward to 2023, and Joanne felt it was time to see if 'TINY 1' could perhaps be restored to something of its former glory, and enjoyed by her grandchildren. This is where Arrowtown V.C.C. stalwart Alan Sutton entered the picture. The owner's husband, who had seen Alan's magnificent Auburn roadster, and knew of his reputation as a legendary vintage car restorer contacted Alan and asked if he would accept the challenge of restoring 'TINY 1'. Alan was ready for a fresh challenge having not long completed the amazing transformation of a rather boxy 1920's 4 door Hudson into a stunning red and black sports roadster of his own creation. Known as the "Stutson" it's a later day tribute to the mighty Stutz Bearcat of days gone by and shows what can be achieved when inspiration meets innovation. It's a total one-off, so beautifully executed, it's a wonder Hudson didn't think of it themselves.

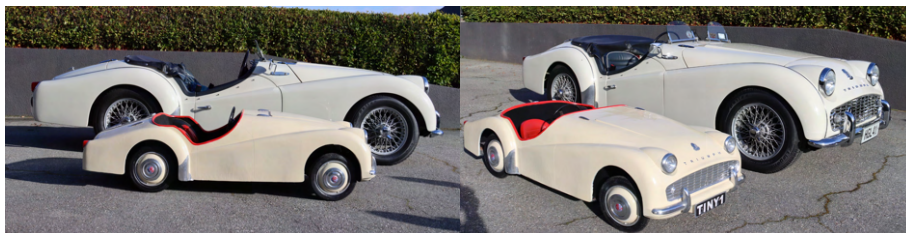
The overall state of 'TINY1' meant that considerable expertise and innovation were required to restore it to full working condition. Various parts were missing, including the entire pedal mechanism, a tail-light, and several of the instrument bezels. Alan adapted bicycle parts to restore the chain drive pedal arrangement, and being a sports machine it has pedals for both driver and passenger to allow maximum velocity to be achieved. During the restoration Alan added a horn, and a set of LED headlights. The headlights began life as part of a battery torch, but were the correct diameter to fit inside the original light aperture.



Alan is a real detail man, and this shows through on the restoration, an example being the dashboard gauges. Where original gauge bezels were missing, Alan recreated these on his lathe, and where original

dials were unreadable Alan photographed full sized ones on my TR3a, scaled them down to half-size, and hand painted the detail.

Looking at 'TINY1' alongside its full sized counterpart it is amazing to see the lengths the original makers went to. The proportions are spot on, and it's the detail touches that set this little pedal car apart. The seats for example are moulded in fibreglass to echo the correct shape and trim pattern of the full sized car. There's a nicely detailed grill, over-riders, a front apron emblem, and Triumph lettering. Inside the little car there's a gear lever, a set of gauges, and a steering wheel, all of which clearly represent a TR3a. The overall result is stunning as our pictures show.



A nice original detail is the brass nameplate on the dashboard. The owner thinks this identifies the person who originally made 'TINY1'. Finally, in a scene reminiscent of TV's popular "The Repair Shop" owner Joanne was moved to tears when she was once again re-united with her favourite childhood toy restored to it's former glory. Little is known of what became of the other TR3a pedal cars. If you can add to the story please contact pdrummond@slingshot.co.nz



**Words Pete
Drummond
Photos Blair
Young**

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 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 6 tonneau cover - Ex USA

Originally LHD with the seat rests pockets. The steering wheel pocket is now RHD and a patch where the LHD was has been stitched. In reasonable condition ..all domes in good order **\$100**

Jeremy Donaldson
021 239 5891

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

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For Sale



1972 Triumph TR6 PI

Very nice condition. Comes with both soft top and hard top (hard top requires glass and liner installed). Rego is currently on hold. New tyres, new stainless steel exhaust, all new bushes plus other work. This is a clean, rust free car that will bring lots of driving pleasure for a new owner. Looking for offers around \$45,000. Car is located in Nelson.

Please phone Andy for further information:

027 2748733

leebo131@icloud.com





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