

TRansmission





TRAnsmiSSion

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FRONT COVER OUTER

Mark McLachlan's TR250 in Alex
(TRAnsmiSSion #152 for details)

FRONT COVER INNER

Wanganui/Taranaki Cars enjoying
the sun

BACK COVER INNER

A suspect overdrive!

BACK COVER OUTER

Dave Harrey's Lovely Poseiden
Green TR7

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.



TR REGISTER NEW ZEALAND (Inc)

P.O. Box 17-138 Greenlane
Auckland 1546 New Zealand

web site: www.trregister.co.nz

e-mails: info@trregister.co.nz or as below

2021/2022 NATIONAL COMMITTEE

info@trregister.co.nz

Unless otherwise shown

PRESIDENT

Stephen Higgs 027 4782246 TR4/8

VICE PRESIDENT/SPARES

Ian Harris 027 5487122 TR6

spares@trregister.co.nz

ARCHIVIST/CONCOURS/INTERNATIONAL

Frank Cleary 027 4393146

TR4/6/8/GTR4ADove

TREASURER

Bruce Baillie 021 479763 TR6

MEMBERSHIP

Alisdair Keucke 027 4804226 TR6

SECRETARY AND COMPLIANCE

David Snelling 021 417383 TR8

MEMBERSHIP SECRETARY/WEBMASTER

Stephanie Booth 027 4744601 TR6

webmaster@trregister.co.nz

NATIONAL WEEKEND LIAISON

Bruce Stuart 021 714473

TRANSMISSION EDITOR

Dave North 021 1678887 TR3A

editor@trregister.co.nz

COMMITTEE

Ian Ramage 021 571700 TR6

SUPPORT OUTSIDE COMMITTEE

WEBMASTER

Jim Vassiliadis 027 4411318 TR4

webmaster@trregister.co.nz

MOTORSPORT

Peter Mence 09 483 6424

TR2/TR6/TR7/TR7V8

REGISTRAR

Kevin Tinkler 021 0672365 TR4

TECHNICALITIES

Ken Pfeffer 022 0641628

TR3/3A/4A/5/6

GROUP LEADERS

NORTHLAND

Brian Cannons 027 2809644 TR3/6

northland@trregister.co.nz

AUCKLAND

Murray & Steph Booth 021 2528265 TR6

auckland@trregister.co.nz

WAIKATO

Vishu Singh 021 783711 TR6

waikato@trregister.co.nz

BAY OF PLENTY

Michael&Jane Thorman 027 4742625 TR3A

bop@trregister.co.nz

HAWKES BAY

Graeme&Joy Thomas 022 4001367 TR2

hwkesbay@trregister.co.nz

WHANGANUI/TARANAKI

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

whanganui@trregister.co.nz

WELLINGTON/MANAWATU

Jonathan Petterson 021 1247950 TR3A

wellington@trregister.co.nz

NELSON/MARLBOROUGH

Jon Harrey 027 4924863 TR4 TR7 FHC/DHC

nelson@trregister.co.nz

CANTERBURY

Mike&Carole Lester 027 5531955 TR4A

canterbury@trregister.co.nz

OTAGO/DEEP SOUTH

Rona Ramage 021 2726276

Ian Ramage 021 571700 TR6

deepsouth@trregister.co.nz

DeepSouthGL@gmail.com

TRanSport

I want to take a moment in this quarter's report to acknowledge the invaluable efforts of our many volunteers. This includes Group Leaders, Committee members, Concours judges, Nationals organisers, and many others. Volunteers are the heartbeat of our organisation. Their dedication and commitment, along with strong participation by you, our members, drive the success of our local and national events, projects, systems, finances, and overall engagement. Without volunteer contributions, our club simply wouldn't be the same.

Let's ensure we respect and value the work of our volunteers who offer their time and skills out of passion and a desire to make a difference. While you won't always agree with them, they are putting in the hard yards.

As a member organisation we very much care what you think so please share your ideas, positively and in the right forum. You can contact me at any time with ideas or concerns – 0274782246. Better still, help organise the next event in your region, put your hand up to join the committee at the next AGM, or do whatever you can to make our national club a success.

Which reminds me – any budding TR archivists out there.....?

Cheers

Stephen President

NEW MEMBERS

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

Morton Osborne	Havelock North	1963	TR4
John Walker	Blenheim	1974	TR6

EDITORIAL TEAM

TALK

A good autumn and winter so far here in Nelson. I've been out and about in the TR a bit - apart from the NW2024 I took part in the final Sandy Bay Hill Climb (see article later in the magazine) as well as a few local drives.

A warm welcome to Ian and Rona who have taken over the task of Deep South Group and thanks to Jo and Colin Deaker for all your hard work in the past as Deep South Group Leaders.

I hope you enjoy the magazine - it has a good mix of articles. As well as group reports, there are some interesting technical articles. Jon Harrey, TOTS group leader, has suggested we have a section called "My TR Story" whereby members tell us about their journey with the TR marque. First off is Jon's brother, Dave, with his entertaining account of how he ended up as TR enthusiast (see page 20).

As well as group reports we are always on the lookout for more material for the magazine - technical articles, stories of how you acquired your TR, restorations, work done to your car, jokes, links etc. Let's keep the magazine varied so there is something to appeal to all our members. The next edition will be number 200 - so let's make it even more memorable!

A reminder that the deadline for articles for the 2024 editions are:

Winter Edition - Saturday 31 August

Spring Edition - Saturday 23 November

DAVE

editor@trregister.co.nz





TOP OF THE NORTH Tales

Top Of The North Group Report – June 2024

This is a short report from us as not too much has happened since March.

Organising get togethers has been challenging with the Brynderwyn Hill which forms part of State Highway One closed for slip repairs, travelling on alternative routes adds additional time to journeys. These roads cannot sustain the additional traffic flows and roads are breaking down – not a good thing for a TR suspension. The Mangamuka Gorge in the far north is has also been out of action for 18 months. It certainly was a pleasure driving the South Island roads (or any roads south of Auckland) when we attended the Nationals this year.

Recently two TR3's, us and Nigel and Gloria Hayman met for lunch at Bennetts in Mangawhai. Mangawhai is a small town north of Auckland which has experienced exceptional growth in the past 2 years, mainly with Aucklanders moving out of the city.

Bennetts is a café and a chocolate factory so of course once the eating was done a sampling of the chocolate was necessary – and of course purchasing some of the products. If anyone is venturing north this is a must do.

Hopefully we will have more to report next time

Brian and Raewyn Cannons

CITY OF SAILS

Area Report

Auckland Group Report – June 2024

A very quiet start to autumn and into winter... our car remained in the garage with the clutch issue, as we go thru the process of listing and potentially selling our house.... The TR is now booked to be fixed mid June in readiness for the Mid Winter Run for us all in the North Island to New Plymouth Friday – Sun 19th – 21st Jul. See the website for details on this planned long weekend.

Brit & Euro (Sunday 3 March 2024)

I received information on Saturday, that the Register would not be displaying at the Brit and European Show on Sunday 3rd March, at Lloyd Elsmore Park in Pakuranga, because of a bad weather forecast. However, I was already in Auckland, and only about 2k from the Park, so I decided to go and see what was happening, arriving about 0715, under grey skies, but dry. There was already a lot of cars about, and I was directed over to the TR Register allotted area. Upon arrival, I was warmly greeted by members of the Auckland Triumph Car Club, who were already parked up, and was invited to display in their area.



About 9.30, they started a judging contest, for the different classes. They insisted that my car could be judged, even though I was not in their Club. I was very lucky and judged the best TR on show.



There were a few short showers of light rain during the morning, which became a steady moderate rain in the early afternoon for a while, then eased off again. Fortunately, not as bad as predicted! Considering the weather forecast there were good crowds, and we all

had a very enjoyable day! Thanks to Roger Blake for this report and to Roger & Rhys Daube for flying the flag for the TR Register. Auckland based cars that would normally attend were at the NW Alexandra.

Pub nights continue to be well supported at the Horse & Trap in Mt Eden and are a good way to catch up and share ideas and information between members.

Plans are well underway for the NW to be held in Auckland 28 Feb – 3 Mar 2025. See website for Hotel details more info to follow soon.



Murray and Steph



Waikato Group Report – June 2024

There are some interesting TR projects happening here in the Waikato. Merv Thorburn's TR4 is now sporting electric power steering. When I last saw the car, it had been to the certifiers and the last few items were being attended to so it could get the final approval. I look forward to trying it .



(GN9904 with EFI system)

We also have 2 TR6s that are being converted to EFI. One of them is my trusty GN9904. It is now sporting a full EFI system, thanks to Glenn Rosser who was the brains of this installation. It is running and will be on TR runs in June. The other is being carried out by Malcolm Bennett on his TR6. Different approaches were taken on the 2 cars. Malcolm, the speedster he is, wants his to go faster more reliably. Our goal was to get EFI reliability while retaining the original look. We didn't want anyone to be able to notice the changes at a casual glance. What do you think? We will keep you informed if all the effort was worthwhile.

Vishu Singh

Cambridge Autumn Run 21 April



Chock full of large blueberry muffins and lattes from Café Irresistible, Waikato TR Register headed off on their autumn run, equipped with a page of 43 route instructions in an effort to keep participants on track! TR 7's x 4, TR 6's x 4, TR 4 x 1, a Dolomite Sprint and recently restored Bug Eye Sprite were aptly led out of the car park by number plate 'IN OD', never shy of an opportunity to put pedal to the metal. Kevin Thorburn (alias chief event organiser) encouraged the entourage to leave in intervals in an attempt to thwart 'follow the leader syndrome'. Navigators counted down the instructions in a low stress meandering drive through countryside rich with autumn colours, wide tractors, milk tankers adorned with poppies, and a very carefully (or possibly good luck) avoidance of the NZ National Road Cycling Championships, elite men's

race. At approximately instruction no 22, the distinguishable Primrose Bug Eye Sprite could visibly be seen sweeping around the corners, in a loop that had cars going both clockwise, anticlockwise and some who just sat and decided not to go at all. The recently crowned King of the National Concours 2024 was seen at this stage altering his tyre pressure (competitiveness ensues) and wondering where he had left his wife! The lure of more carbohydrates convinced some drivers to shoot the breeze and head straight towards instruction no 43 while others diligently followed the remaining instructions, eventually reaching the Oasis Hideaway, home to curly fries, pizzas and scotch fillet burgers. Assembled in the car park, unpredictable weather saw the trusty Jump Flex umbrellas adorn several convertibles in an attempt to avoid dampness in their seats.



Great day, great company and great food!

Thanks to Kevin and Elizabeth for another great run. **Viv and Kev**

Bay of Plenty Travellers



Bay Of Plenty Group Report – June 2024

Our first run was blessed with a bright sunny day on Easter Monday, which was just to Mount Maunganui for the Jazz Festival Car Show and Parade. This was organised by the Vintage Car Club, and was a great success. The Parade route was crowded with people enjoying and identifying the cars, taking photographs and waving. At the end of the month we went to the Waihi RSA for the Sunday morning Car show, making it a 'breakfast run', as we had an 8am start. We met up with Roger Blake (TR6) and Frank Cleary (TR8) in Katikati. The early start paid off as it was a well attended event, and space at a premium. As is often the case with our little group, TR's numbers were low, this time we were short of Gary Kingston (out of driving action), Nick & Ali Kemp whose car is awaiting spares, and Jane & I (in the modern) as out of WOF until the following day, having been away, so also missing the pub Night.

On the third Thursday every second, month we have our Pub Night at Jack Dusty's Ale House in Bureta, so we will hope to plan the next few winter runs on June 20th.

MICHAEL

Hawkes Bay Happenings. .

Hawkes Bay Group Report – June 2024



TRs at Lake Tekapo

Another 3 months has gone by so quickly and they have been rather dry until mid-May when we had a good spell of rain which pleased the farmers. As I said last time 4 TRs went down to Alexandra for the National weekend and had a great time. The roads in the South Island are great and the scenery

is wonderful. We travelled down SH72 from Amberley, the inland road to Geraldine, which runs down near the Southern Alps. We crossed paths with other TRs as we progressed which made for a fun trip. The scenery through the Mackenzie Country and on into Otago was fantastic especially from an open top TR.

Thanks very much to the Deep South Group for a great Nationals, we enjoyed every part of it. Our journey home was via Haast Pass (rather wet for a couple of days) and then back across the Alps via Arthur's Pass to Christchurch to catch up with family and then up the Kaikoura coast (magnificent) to cross the Strait and back to Hawke's



Bay. In total we covered just under 2,000 miles without a glitch. We will certainly do a road trip to Central again.



TRs at Askerne Winery

TLC due to neglect over the last 35 years by previous owners. A wine sampling at this family run winery was in order and a very nice selection it was. Platters for lunch amidst the usual chatter.

April and a lunch gathering at 3 Wise Birds in Hastings. This time 2 2's and 2 6's plus some moderns including another new member, Morton, who also has a TR4 which he bought off Ron Roycroft in the early 1980's. It also requires some TLC which Morton is working away at and we hope to see it back on the road sometime in the future. A very nice lunch along with locally produced beers and gin based drinks. They usually have a selection of their own cider but not this time.



We have had a few runs over autumn. Our first was to Askerne Winery for lunch in March. A good turnout of TRs on a lovely sunny day, 4 sidescreens and 2 6's plus new members (TR4) Craig and Lana in Lana's Porsche, the TR4 requires some



Autumn colours Alpha Domus

May and the weather is changeable so a short notice for a Run to Alpha Domus winery near Bridge Pa. Again a family run place which has been here for many years. The wines they produce are very good with a wide variety. After tasting and purchasing our favourites we decided on one to drink with the picnic lunch we brought with us.

We sat outside on the northern side of the building in the glorious sunshine and devoured our lunch. The TRs all parked together sparked a few enquiries from other visitors. The autumn colours gave us an opportunity to park-up and take advantage of this fabulous backdrop thank you team Hawke's Bay.

So we head into the winter months, some making escapes to the other hemisphere to escape the cold. Keep warm and get all those little jobs on your TRs done over the winter. Remember to give the TR a run every month to keep everything working sweetly, and of course the petrol only retains its volatility for maybe 6 to 8 weeks and then cold starting is more difficult.

Happy TRing
Graeme & Joy & the Hawke's Bay Group

WANGANUI/TARANAKI NEWS

Wanganui/Taranaki Report – June 2024

A number of our group have finally been able to get together after a couple of previous attempts were thwarted by weather. On a perfect Autumn day in May the contingent from Wanganui set off at 9.45am and travelled to Hawera (South Taranaki) 90 km. Arriving close on 11.00am to finally meet up with some of our neighbouring provincial members. A feat never achieved in the past. The get together was at the Tawhiti Museum a short way out of Hawera. The Museum is a must see for anyone visiting the area.

After the initial park up, introductions and greetings some of the group moved on into the Museum or to the Mrs. Badgers Café while others tended to look at and discuss TR's.

It was great on entering the Café at lunch time to hear the laughter and chatter from where the ladies were seated, talking about all things but cars. The visit ended all too soon as members started to head home in their different directions before the cold air started to arrive.

This get together was long overdue for our small regional group. Hopefully we can make our gathering a more regular event.

Those attending were: Brooke & Nicky Richardson, New Plymouth, in their very nice Dark Blue TR 6 ex UK. Norm Holland and partner Myra arrived in his well presented Daimler saloon (Norm is in the process of restoring an ex South Island TR 3A. His previous TR was the TR 2 once owned by Steve and Cazna Payne). Gordon and Julie Fraser of Hawera in their modern as their TR 6 is having a few teething problems, hopefully not for too much longer. From Wanganui, Mark and Phillipa Wilburn in their nice Triumph Stag while their TR 6 stayed at home keeping the garage warm. Alan and Gael in their immaculate TR 4 (Great to see them back on the road again). Bringing up the total from Wanganui, Ken and Teresa Pfeffer, 1973 TR 6.

Ken Pfeffer



THE TOP O' THE SOUTH

Top O' The South Group Report - June 2024



A quiet period for most of our Top of the South Troup. with no organised outings since the Nationals in March although there is a mid-year one planned for June. Bill Rogers has been flying the Register flag at the Marlborough Hospice fundraiser. Free from his Men's Shed responsibilities for a day, Bill was the only TR to turn out at the fundraiser

but was in good company with three Stags and two saloons for company. \$10,000 was raised for the hospice – certainly a Triumph by any measure!

Meanwhile, various members, myself included, have been carrying out repairs and maintenance on their cars following the Nationals. I suffered a loss of headlights in the TR7 whilst we were in Te Anau. Fortunately we didn't have to drive at night, but with a warrant of fitness now due I thought I'd better get the issue sorted. I tracked this down to a broken component in the light switch which I had removed from the dash and dis-assembled. After going online and discovering that the cost of a replacement switch would create a severe dent in my pension, I opted for the DIY approach and spent considerable time and effort manufacturing a small part to remedy the failed part. The switch was re-installed and worked a treat leaving me feeling quite pleased with myself. Then, a few days later, I happened to be rummaging in a box containing various spare parts and came across two spare switches that I could readily have used!

We've enjoyed some stunning autumn weather in the Top of the South and on one such day, with my brother and sister in law visiting in their newly acquired TR7, we enjoyed a run out to Kaiteriteri to have lunch overlooking the golden sands of this picture-perfect bay.

Jon

Canterbury Tales...



Canterbury Group Report - June 2024

What did the Canterbury group get up to? Well, as usual, a lot! We've been busy these past few months attending a replica english pub with classic car display, a drive to the mountains to sleepy old Hanmer Springs, some great restaurants and other good runs.

March 2024

The trip started with a coffee and show & tell hosted by the Canterbury VCC at Cutler Park. A meander via the Waimakariri Gorge and Oxford to our special destination was pleasant, but the best was yet to come. Broadoak Gardens offers a wonderful venue with a great little replica English pub called the 'Bike & Bovine', and for the ladies several acres of pretty gardens dotted everywhere you look with wonderful sculptures. However, the icing on the cake was the owner's unique private collection of fine English classic cars. If you didn't come along – you missed a treat!





April 2024

April was very active and included our Autumn Colours Run to Hanmer Springs. We met up just north of Christchurch in a newly developed subdivision, Ravenswood, where we all had a chin-wag and coffee at a new café before the excellent run to Hanmer. The weather was great and

attracted more than ten cars on the run, most with hoods down. The glorious autumn colours didn't disappoint as our convoy cruised along to the southern alps via the Waipara Valley vineyards, the awesome Weka Pass, and along Hanmer's boulevard where many heads turned. The Salt & Pepper Cafe offered good food and easy parking, and with the hot springs, woodland walks and the famous thermal hot springs on offer, everyone was happy.

May 2024

The weather in May wasn't anything to write home about. Firstly, we had to postpone the drive to Akaroa to the following week, and when the day arrived the weather forecast for Akaroa was cold and windy. But not to be beaten, half a dozen or so TRs meandered their way to the small village of Little River, a very pleasing half way point, where we all enjoyed brunch in the warm café and checked out the fine gallery next door before making our way home again.



Mike & Carole Lester



Deep South Group Report - June 2023

This is my first report for the Magazine after taking over the Group Leader role from Trevor and Colin (big shoes to fill) and I am now trying to get a feel for the far-flung group of Triumph owners over Otago and Southland.

After the great success of the National Weekend and After Tour (thanks for your support, from all around the country, to make it such a fine event) we had a bit of down time in Central. The Dunedin section carried on with their monthly dinners in various restaurants and gastro pubs and enjoyed the coming together of like minds (and car owners).

The end of April saw us getting out again and celebrating the glorious colours of Autumn. 8 cars were involved and joined up in Alexandra, from all over Otago and Southland, for a lovely lunch stop at Mark and Trevor's house in Cromwell. We then had a choice to go either side of Lake Dunstan (I didn't read the instructions so went the wrong side!!) with the almost obligatory stop at Mrs Robinson's in Tarris. A lovely run over the Lindas Pass with no traffic and onto Omarama for our evening stop and a well-earned wine or beer. Sunday was bright and clear, if a bit chilly, but we braved it with the roofs down. We headed south on SH83 and then turned left to go over the Benmore Dam.



The glorious scenery



Crossing the Benmore Dam



Waiting for the fresh fish

The run around the back side of the lake, before recrossing the Aviemore Dam for a morning tea stop in Kurow was stunning. Heading south again we turned off SH83 and took a delightful inland run vis Elephant Rocks and ended up at SH1 after following some less used lanes. We had lunch at the pub in Moeraki, the fish was straight off the boats and delicious and then cruised back to Dunedin where Rona and I had another night in St Clare and did Italian for tea. Our next run to plan is the mid-winter run which by tradition has some curling involved. Keep warm and safe on our highways and byways.



Hmm - looks like rain (where?).
Better put the hood up!

Mark McLachlan & Judy Tweed's
lovely TR250

Rona and Ian

Ramage

My TR Story

Dave Harrey tells us about his journey into TR ownership

Will I, won't I. ahhh go on then..



My TR story started with one of our regular phone catch ups where my brother Jon made mention of a phone call he'd received from a woman looking to re-home her belated brothers Triumph TR 'PROJECT'. Now my brother Jon is an active and enthusiastic Nelson TR Register member so deemed it his duty to investigate further where he found, deep in the shed, a 1954 TR2 and yes indeed, it was a project..... in lots of pieces! Now I've never really been a car guy, motorcycles are my thing and have been all my life and up until this moment my only experience of a TR was a short drive of Jon's TR4 while at his son's wedding. Well, it seems that experience may have sown a seed because the next thing I hear myself say is....."I should buy that"

Crikey, what have I got myself into!

So now I'm infected by the TR bug and researching TR2 info, seeking parts and knowledge, so naturally joining the TR Register was essential. After all, I was going to need the wisdom and experience of the TR crew if I'm ever going to piece the 'Project' together. I've never restored a car before but hey I was newly retired, had the time, how hard could it be, right?

So I'm a paid-up club newbie with no actual running car but the following Summer my enthusiastic Nelson brother Jon, who has three TR's (TR4, TR7DH, TR7FHC), was part of the planning committee for the Top of the South Nationals. Once again, during one of our brotherly chats he suggested that Mandy and I might like to join in, offering his very nice original British Racing Green 7FHC. We've never really seen ourselves as club people but the lure of cruising the top of the South in a British sports car did sound very appealing so let's do it! Well, it turned out super great, we were welcomed as newbies, the whole weekend was enjoyable, the line up of cars impressive, the roads and locations great and so we joined the after tour. Hey brother Jon's laying it on so we'd be mad not to, right?

I remember we were somewhere on the West Coast, and during another brotherly chat, BJ mentions something about a chap he knew in Nelson, and that he had a 7 stashed in the shed which he might just be ready to part with it..... Hmm there's that seed planted in my mind again! I think it was a Thursday we returned to Nelson, the tour finished about 1.00 pm and I'd say we'd been back at BJ's place about an hour before we



slipped away to call upon said chap. And there in his garage I was introduced to a cracking 1979 vermillion 7 FHC with red tartan cloth interior. Oh yes, within 24 hours that seed was well and truly fertilized and the deal was done. I drove it into brother Jon's driveway to introduce the arrival of a new family member to my wife Mandy. It went down surprisingly well as she took an immediate liking to the colour and on the way home she christened it 'High Viz'

So now we are fully fledged TR converts with one in the drive, another in the shed. Think I may have said something along the lines of “ Yes my love, I’ll just keep the 7 until the 2 is finished”. After all who needs two TR’s....right!

I set off in High Viz, homeward bound for Wellington, down the Wairau Valley to the Picton ferry. I’m thinking, yes this is me, sportscar motoring in Britain’s most controversial TR model. It’s not a “Wedge”, it’s more Sleek Retro Cool, it’s not a convertible but hey who needs all that wind and sun in your face.

Now fast forward a couple of years, skipping the ‘Be Kind’ era, to the Waikato Nationals. A good reason to fire up High Viz and tour the North. The Waikato is great driving. A lush green countryside full of rolling winding roads taking in the Cambridge district and then on to Raglan, Coromandel, Bay of Plenty and Taupo. The car ran a treat, we clocked up a couple of thousand K’s and for the next twelve months, apart from the odd Sunday drive, she sat in storage.

The next Nationals are in Alexandra, the mighty central Otago, some of NZ’s finest and diverse landscapes. Great we’ve got that summer feeling again and Mandy and I are bound for the South on the Interislander on route to Kaikoura, inland to Oxford, Geraldine, McKenzie Country then on to Alex. The weather is super and the scenery even better and it was great to be driving again. Alex went off really well, we even entered ‘High Viz’ in the concours Standard Class, (that was down to BJ again) and scored second place!! We were well chuffed, funny part was there were only two cars entered! (which we forget to mention to our friends). The after tour took us to those places you can never get enough of: Te Anau, Milford, Southland and Bluff where we peeled off and headed for home up the West Coast.

So we’re cruising the rugged West Coast homeward when I receive a photo on the What’s Ap thingy. “Crikey, that’s nice!” was my response. BJ had visited a chap in Southland who wanted to rehome his 7 Convertible so he’d approached him (as an enthusiastic club member) to list it in the next edition of TRansmission. This time I was strong, I would NOT let that seed fertilize, after all, I already had two TR’s and we’re in a recessionbut then I saw the photo in the next TRansmission.....

Heck, will I, won't I..... Who was I kidding! I'm an avid motorcyclist, I love the wind and sun in my face, I need a convertible..... How could I resist a beautiful metallic Posieden green Convertible

"Hello Alan, the names Dave, I'd like to buy your car"

STRIKE.....now I've got three TR's!

What to do, how would I collect it from right back down in Southland? Would it be on a car transporter or should I drive it?

Will I, won't I.... ahhh go on then. A no brainer, two seats booked on Jetstar at an unbelievable \$42.00 each to Queenstown and Mandy and I were off and we did it all again!

Something had to give, with feelings of remorse 'high viz' was sentenced to trademe. She didn't last long, the South Island called her home to the custody of a new TR enthusiast in the making. She's now resident in Ashburton whilst the as yet unnamed DHC resides happily at her new home in Wellington awaiting new adventures.

Tell Us Your Story

Members are invited to contribute articles for TRansmission detailing their personal account of TR ownership. Everyone has a story – let's share it with fellow enthusiasts. Please send your articles to the editor.

Sandy Bay Hill Climb 7th April 2024

Organised by Nelson Car Club, entries from the Vintage Car Club were invited to help fill out the field. It is probably the last hill climb to be held at Sandy Bay as the cost and complexity of closing public roads and the availability of an alternative venue means that future hill climbs will be held on a bypassed section of State Highway 6 on the Whangamoas. The combination of it being the last hill climb and the previous event being cancelled due to bad weather ensured a great turnout - a combined total of 52 cars.

The day dawned bright and clear and we assembled at the top of the hill. Having inherited my Triumph TR3a from my father, who bought it in 1965 and which I brought over from the UK in 2005, my knowledge of more modern cars is fairly limited. I did recognise several Ford Escorts and Capris as well as many more modern Asian cars. They all looked pretty serious - many trailered there, with full roll cages, race numbers, drivers names on the windows, drivers in racing overalls etc. We in the VCC took a more leisurely approach - mostly cotton overalls and sunglasses, although one of our drivers, Jeff, in an early MGB dressed for the part in period white overalls, flat cap and a bow tie (not sure if it spun as he drove and provided additional propulsion but it looked the part)!



The VCC entrants included a 1955 Mercedes 190 and an XK120 with an extensive racing history, a Mini, a race prepared Spitfire, a Jensen Healey, a Datsun, MGB, a Lotus Elan and an E type and a Mark 2. Most exotic however was Jared Dacombe's DeLorean. I have done a number of events with Jared and the amount of attention his car gets is amazing - it really strikes a chord with a certain section of ageing petrol heads. To be fair it is very well presented and still looks futuristic even today.

The normal "hurry up and wait" at the top of the hill, a drivers briefing and a drive down, up and down to learn the track (I think I learnt the first turn!) and we were ready. The course was quite complex and rough in places, with some fairly unforgiving drop offs en route to the summit. A place to have fun without being too serious.



We had 3 timed runs and an optional untimed additional run. The fastest was a Mitsubishi Mirage in 1:29. Not sure what the top speed was as the track was quite tight but I assume the car spent most of the time sideways! Most of the VCC cars were around the 2 minute mark. I got beaten by the Jensen and, just, the XK120 but my best time of 2:01 beat the Mercedes and the E type among others. The DeLorean however was in another league. The car is very well prepared and Jarrod is a competent driver. His fastest time far exceeded many of the modern cars - he finished in 23rd place overall in 1:46.



The day before the overdrive on my TR had stopped working. The electric fan also stopped working so I had several boil overs as the day progressed (fortunately the track wasn't long enough for the car to seriously overheat, and had I wanted a rejuvenating cup of tea at the top of the hill there was an ample supply of hot water). Jarrod is the grandson of Nelson VCC stalwart Gordon and took over his garage and restoration workshop Autofocus when he retired. As well as being quick driver, Jarrod is a great mechanic. He came over and, after a quick look under the instrument panel, found a loose wire which, on reconnection, restored both the overdrive and the electric fan.

I remembered from previous hill climbs that 2nd and overdrive seemed the fastest way up but, as it wasn't working on the first two runs I tried 2nd for the first run, and 2nd and 3rd on the second run. For the third timed run Jarrod had fixed the overdrive so I used 2nd and overdrive and ended up being 0.4 seconds slower. So much for my theory.

We also had the option for 1 extra, untimed run. Initially I wasn't going to do it, as I'd had a great day and the car was unscathed. Tony Bowater, a local motoring icon was at the hill climb. I know him well having played in several bands with him, and he persuaded me to do the extra drive. "You're here so you might as well do it". Well, I listened to him and had a great drive but somewhere near the top had the back end step out necessitating a bit of white knuckle enthusiastic correcting. I'm convinced I would have got below 2 minutes otherwise. Ah well, the cars are designed to be driven, no fun if you don't have anything to talk about.

I won a box of chocolates for most consistent times, however everyone in the VCC took something home to round off a fantastic day. Thanks to all the organisers, both NCC and VCC - and especially to Jared, not only for organising the VCC but also fixing my car.



Dave

MODERN OIL IS KILLING OUR CARS

After talking to editor Dave North at the recent Nats in Alex we decided that a short article on the correct engine oil for our TR motors would be beneficial, so here we go. In short, modern engine oils are killing our car's motors.

The problem was first identified by classic Porsche owners in the US around 2006, in part because their air-cooled engines are harder on engine oils than ordinary water cooled engines. It initially raised its ugly head with extreme rapid wear failure of 'Flat Tappet Camshafts' and followers. Owners of other 'classic' cars of many makes (ours included) soon experienced similar problems. This problem is well described in an excellent article by Keith Ansell of 'Foreign Parts Positively' in the Columbia Gorge MGA club magazine 2007 (URL reference at the end of this article). I will quote from this article.

"The problem is that reduction of zinc dithiophosphate (ZDDP) in modern oils supplied with API approval could affect sliding and high pressure (EP) friction in our cars. The reduction of these chemicals in supplied oil was based on the fact that zinc, manganese and/or phosphates reduce the effectiveness and eventually damage catalytic converters and introduce minute amounts of pollutants into our atmosphere."

The solution that Keith recommends is our cars need oils to **API SN/CF OR EARLIER SPECIFICATION**. Oils designed for modern motors with their emphasis on pollution control and increased economy via lighter oils are **NOT SUITABLE**.

His recommendation is that **CASTROL GTX 20W-50** is still good for our cars after the initial break-in period. **10W-40, 10W-30** and other grades are **NO GOOD. ABSOLUTELY NO GOOD** is any oil (any brand) that is marked "Energy Conserving" in the API "Donut" on the bottle; these oils are so low with ZDDP or other additives that they will destroy our cams. Virtually all diesel-rated oils however are acceptable. The "Energy Conservation" trend was first lead by automakers to increase mileage numbers and secondly because the ZDDP and other chemicals degrade the catalytic converter after extended miles, increasing pollution. We don't have catalytic converters and the mileage gains are not that significant for most of us."

If you look online at Castrol NZ's excellent website their recommendation for our motors (TR2-6), is indeed **CASTROL GTX 20W-50**, "suitable for use in automotive gasoline and diesel engines where the manufacturer recommends an API SN/CF or earlier specification 20W-50 lubricant . Premium quality base oils and anti wear additives to help extend the life of your engine". Important **API SN/CF or earlier specification!**

F.Y.I An alternative I found is from the well respected **PENRITE** company who sell a wide range of lubricants suitable for our older cars, their recommendation is **CLASSIC LIGHT SAE 20W-60**, "a premium mineral, high zinc, low detergent engine oil designed specifically for petrol and diesel fuelled vehicles manufactured between 1950 and 1989. It features a double layer of engine wear protection with high zinc and increased operating temperature viscosity over older style multigrade oils or where **SAE 30** monograde oil was specified by the manufacturer. It controls oil consumption and maintains oil pressure in older engines." Recommended for TR2, 4, 4A (1954-1967) TR5&6

Both these oils are easily available throughout NZ at reasonable prices.

Explanation for the more technically minded readers:- "ZDDP is a single polar molecule that is attracted to Iron based metals. The one polar end tends to "Stand" the molecule up on the metal surface that it is bonded to by heat and friction. This forms a sacrificial layer to protect the base metal of the cam and tappet from contacting each other. Only at very high pressures on a flat tappet cam is this necessary because the oil is squeezed/wiped from the surface. This high pressure is also present on the gudgeon pin (wrist pin) in diesel engines, therefore the need for ZDDP in diesel engines. The second part of the equation is molybdenum disulfide (moly). The moly bonds to the zinc adding an additional, very slippery, sacrificial layer to the metal. I found out that too much of the moly will create problems, lack of this material reduces the effectiveness of the ZDDP. The percentage by weight is from .01% to .02% (not much, but necessary)."

Finally, another possible alternative that caught my eye is **CASTROL EDGE 25W-50 with Fluid TITANIUM**, "...a race bred oil specially formulated for modified engines, push-rod technology, street machines, big bore competition engines, naturally aspirated, supercharged or turbocharged."

“CASTROL EDGE 25W-50 provides outstanding wear protection in big bore street machines and competition engines. It is suitable for use where the manufacturer recommends an API SG/CD or earlier specification 25W-50 lubricant (note- API SG/CD is an earlier spec than SN/CF, not later). **CASTROL EDGE 25W-50** is suitable for use in highly tuned large capacity street and race engines including; high performance and modified conventional V8s, inboard engined power and ski boats, big bore 4 stroke dry clutch motorcycles. **Excellent protection for radical cam profiles, tappets and other highly stressed components.”**

(I figure that if they recommend it for highly tuned large capacity street and race engines it should be more than adequate for our TR's, but you can make your own decision on that !)

DISCLAIMER:- This information, including technical advice, is the views of the authors and does not necessarily reflect the views of the organisation. Application of this advice (and all advice in any technical articles) is entirely at your own risk.

REFERENCES:

https://www.rlengines.com/tech/Oil_is_Killing_our_Cars.pdf

https://www.castrol.com/en_nz/new-zealand/home/oil-selector.html

Thoughts:

Originally SAE30 single-grade oil in 1950's, multigrade oils first invented in 1950's

Here's the story of **DUCKHAMS Q 20W50** in some detail (Q was the first multi grade launched in the UK in 1956).

<https://www.classicnation.com/how-one-mans-trip-to-the-usa-lead-to-duckhams-oils-introducing-europes-first-multigrade-engine-oil/>

In 1968, **CASTROL GTX**, the first multigrade oil with a 20W/50 viscosity rating was created. **GTX** has gone on to become the most famous motor oil of all time.



Let's not Beat about the Bush

As part of the development of our parts business in New Zealand I have made it a mission to learn as much as I can about various categories of the trade in The Classic Car Parts industry, and then once I've assembled the knowledge, to pass it on so that others may benefit.

When Dave North mentioned at the recent TR Forum held down in Alexandra that the Editors of TRansmission may be receptive to "educational stuff" to fill parts of our magazine I thought this may be an opportune time to put in my 5 bobs worth.

One of the product categories that seems to cause quite a lot of discussion is the subject of Rubber and particularly Rubber Bushes and allied product. If you think about it, our cars really run on Rubber. Almost every part on a Triumph is supported or supports rubber in some way or another. From the chassis mounts, to suspension, to engine mounts, often gearbox and exhaust mounts, doors, and windscreen frames etc. Sometimes in a supporting action and sometimes in a sealing function, but either way it's rubber doing the job. Anecdotally we are told that modern day Rubber is not what it used to be..... Bushes only last a few years or even months, gaiters fall apart etc. Some of this may be true, but it's hard to assess the truth of it all. When I questioned the suppliers in our recent Trip to the UK, I was told that the Rubber Compounds may not be what they were back when our cars were made.... The reason given was that the compounds no longer carry the amount of Carbon in them as was originally included. True or not? I cannot say with any certainty.

However, over the years a substitute has evolved... in the form of what we all call "Poly", to use the full name Polyurethane. "Poly" has now also developed its own myths and misconceptions, and that is what I want to address here.



When we took over the business, we had more Poly Bushes in stock than Ryan Fox has Golf Balls. We had Black ones and Blue ones and Green ones and Red ones.... Of many shapes sizes and configurations..... and almost no information on why we had them or what properties they had.

When we received the TR Register stock, we got Blue ones.... in fancy packets, that are made in Australia, but we like The TR Register had to restock out of the UK as the Aussies would not service New Zealand! So, I went on a hunt to find out where and how we could put together a range with some cohesion and sensible options. After a protracted search and after driving down tiny lanes in Wales in the pouring rain, we found what we were looking for. A person who could teach us what's what and why in the category of Poly and Bushes. The first question they asked us was what we wanted to stock in our business out in New Zealand. We turned that around and asked them to teach us what we needed to know....And then we learned heaps.

With "Poly" it's all about hardness. And there is a way to measure the hardness. Each bush is now sold with a declared "hardness". The measure of "hardness" is called "Shore". And here I quote from their Website:

See selection chart below - based on over 25 years PU marketing experience:

Guide to Hardness Selection

50, 60, 70 Shore - Typically subframe mountings, replacement of PU foam shock mounts etc. where low NVH is a priority and situations where compliance is desirable.

80, 88 Shore - Typically wishbone, radius rod, non coil over shock eye bushes

90 Shore - Typically leaf spring eyes or more heavily loaded wishbones & radius arms, trunnion bushes where replacing rubber

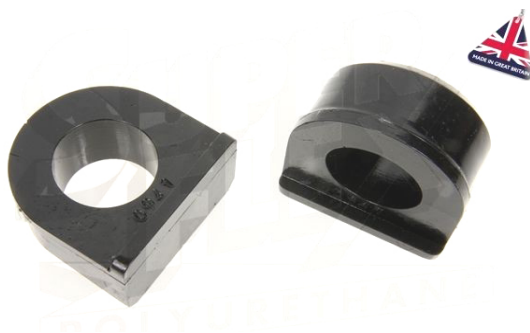
95 Shore - Typically intensely loaded coil over shock bushes, trunnion bushes where replacing nylon.

As a simple guide..... **the old-fashioned Rubber should duplicate 60 Shore.** That will equate to the original feel for your car. If you want a harder ride etc the ratings above will guide you.



We now have the tool that measures this hardness, and we are now able to grade each bush that we stock, and in fact give sensible advice to them that need it when replacing bushes. The folks back in Wales were also very strong on the Sleeves that are included with bush kits. They will only supply Stainless Steel tubes and inserts. (any one of us who has had to cut the bolts of a lower Suspension Arm Mount will support this move!!)

All the units are manufactured in Great Britain. The days of simply purchasing a "hard Poly Bush" so that it lasts longer than rubber or because it's a pretty colour are gone. Our stocks of these new Poly Bushes are arriving as we write this article.



The range we have selected initially is mostly around Triumph Sports Cars and Saloons, but we will grow it over the next few months to take in a quite a few more Marques.

Aside from the Advertorial content of this article, I hope that it will assist you in making the correct choice when you next must replace a bush! (Rubber or Poly)

Chris Stiebel. Hawkswood Classic Car Parts

The Registrar Reports...

REGISTRAR REPORT to 31 May 2024

TR6 comm. no. CR1488-O; rego KBD84 TradeMe asking \$58,000. Pix on file. *Immaculate 1973 CR TR6 which underwent a full body-off restoration approx 10 years ago. A classic British sportscar with 2.5L Lucas fuel injected engine and 4-speed manual gearbox with overdrive. The car has had a number of improvements made by replacement or upgrades of various components but all can be easily returned to original if so desired by a new owner and the relevant parts will be supplied with the car (plus a number of unused new parts). Work undertaken during the restoration process (and more done since) includes: Chassis sandblasted, strengthened, painted and coated internally with Dinitrol, body taken back to bare metal and numerous panels replaced with new parts rather than being repaired. Paint by Imagin-Airing is superb. All panels, sills and body cavities sprayed internally with protective wax. All glass replaced with new along with trim panels, rubbers and carpets. New vinyl soft top. Fully rebuilt and balanced engine .020" oversize with CP camshaft, new oil and water pumps. Electronic ignition. Pacesetter 6 into 1 steel headers and large bore exhaust system (original cast manifold and Moss s/s twin pipe system included with parts). New fuel lines, fuel metering unit and injectors overhauled, Bosch fuel pump installed, fuel tank stripped and coated inside and out. Rebuilt gearbox, clutch and overdrive unit. All suspension bushes replaced, new coil springs and KYB telescopic shock absorbers front and rear. All brake lines replaced, front calipers overhauled, drilled discs, Mintex 1144 pads and braided hoses fitted, master cylinder overhauled with s/s sleeve, DOT 5 silicon fluid (clutch also). Electric brake vacuum pump (Audi) fitted to assist brake booster. Rear brakes overhauled plus braided hoses fitted. Upgraded studs to rear hubs All universal joints replaced and driveshaft balanced. New high-output alternator and wiring harness, additional fuses to original unprotected circuits H4 halogen headlights and relay system.*

TR4 comm. no.?, engine no.?, body #24257CT, green, rego. EI1445, with new member Dr. Morton Osborne, Hawkes Bay. Overdrive, twin Webers. Once owned by Ron Roycroft.

TR4 comm. no. CT12560-O, engine V106334E, rego. BBE179, green; now with Ken Phillips, Tauranga (but living in Auckland). (*See info 12/23*).

At 4/2024:

TR6 comm. no. CP26401-O, rego. TRICK6, TradeMe asking \$110,000. Pix on file. *One of the early desirable Lucas PI TR6s with 150bhp, CP com no. and A type Overdrive on 2nd 3rd and 4th. Full and comprehensive body-off restoration from 2010 to 2013 during which many upgrades and enhancements were added. Odometer mileage is from the restoration, the car had done 83000 miles prior to restoration. The car was built for the British Home market and taken as an overseas delivery by the first owner. I have been the sole owner since 1982, when I purchased the car whilst living in London and then brought the car back to NZ in 1983. Since the restoration the car has only been used for TR Register outings and National weekends. The car has won many awards at the TR Nationals over the last 10 years. This car would suit someone that wants the very best TR or someone that is considering a comprehensive rebuild. TRs in this condition are seldom seen. Restoration work completed; over 1950 billable hours in the restoration, complete nut and bolt body-off restoration, lever arm suspension upgraded to Koni shock absorbers, rear high stop-light sculpted into boot lid, front discs upgraded, rears overhauled and finned, new brake lines, upgraded heater matrix and fan - burl walnut dash and walnut door caps, Good Parts rear axles, Minilite performance wheels, Bosch fuel pump in rear wheel well, heated seats, 2 speed, mohair hood, half and full tonneau covers, stainless steel exhaust, 4 new tyres, less than 1000 miles on new tyres, alarm fitted, Sat Nav tracker fitted. Many spares, including original seats, wheels and cam. Odometer in miles. Drive train related work: engine bored out oversize, E series pistons, balanced, CC'd head, roller rocker, Piper Cams fast road cam, Hi torque starter motor, extractors. Overhauled gearbox and A type overdrive. Pertronix ignition, oil cooler, electric fan, screw-on oil filter.*

TR6 comm. no. CR5871-O, rego. 7T4TR6, with new member John Walker, RD2 Blenheim. Pix on file. *Purchased from Waimak Classics.*

TR2 comm. no. TS65-O Spotted at 'Bike n' Bovine' English Pub, Broadoak Gardens, Ohoka, NorthCanterbury, as part of the owner's private English classic car collection. Pix and details on file. *Earliest TR2 recorded in NZ.*

TR6 comm. no. CP51243, rego. TG50?, at Waimak Classics, awaiting info and price etc, at 4/2024. Pix on file.

TR7 rego. JP3016; on TradeMe 4/2024 asking \$11,000. Pix on file. *Ex Dave Harrey.*

TR7DH comm. no. TPADJ7AA207984, rego. ALC796, 4/24 asking \$16,500; Pix on file. *Now with Dave Harrey at 5/2024?*

TR6 comm. no. CR1488-O, rego. KBD84, Te Kowhai. Pix on file. *Now with Bryan Buck.*

TR6 comm. no. CC81853U, rego. JRU809. *From the Ken Pfeffer stable to member Russell Dale, Temuka.*

TR3 comm. no. TS9126-L? rego. QKK85 (was RACI). *Now with new member Jonathon Haack, Blenheim. Ex Rod Corbett who used it as a Targa Rally car.*

TR4A comm.no. CT50250-L; rego. DE2966, on TradeMe asking \$38,000. Pix on file. *Has original number plate and lap only seat belts. Has had many owners prior to our purchase. Owned for past 18 years, always garaged. New hood installed when purchased and still in good condition. The motor was reconditioned approx 10 years ago complete with reconditioned overdrive. Seats in original condition, no rips or tears. The car body needs a couple of repairs.*

At 5/2024:

TR8 comm. no. TPVDV8AT211504, rego TR8 TradeMe asking \$28,000. Pix on file. *LHD; (ex Robert Johnston).*

TR4 comm no. CT17059-L?; rego. 6T2TR4 works Rally Replica for sale by Jim Davis asking \$80,000 on TradeMe. *People's Choice 2024 Nationals. Pix on file.*

TR5 comm no. CP2709, rego. EH579, sold at Webbs Auction for **\$94,875**.

TR4A comm no. CT50250-L, rego. DE2966 sold by Trevor Hardy to Peter Sheldon, Hacktone Road, Christchurch.

TR4A comm no. CTC78092-O, rego. MM9862, for sale TradeMe asking \$60,000. Pix on file.

Kevin

TIPS AND TECHNICALITIES

A type Overdrives

Brief outline of Basics and Differences

Over the past month I have had the occasion to help out with a couple of non working A type Overdrives. A lot of you will know that up until 1973 our TR's were equipped with the 22% A type Laycock De Normanville O/D and in 1973 these were changed to the J type. A totally different unit. Although operating the same, the early A types had a large accumulator piston with steel rings and started out only operating on 4th gear, this was later changed to 2nd 3rd and 4th. It was found that the operation of the large piston was harsh and was capable of destroying the early car rear axles. This piston was later changed to two piece. Using the same housing a large aluminium piston with an 'o'ring was used. This in turn carried a small piston with steel rings which became the accumulator. By using the smaller volume piston the operation was a lot softer.

The Vanguard's and Triumph Saloon cars also used the A type and in a pinch can be used in our TR's, BUT, there are some differences. The easiest way to recognise them is that the output flange is different (but can be changed). The rear mounting of the Saloon O/D was vertical (but can be adapted) instead of a solid horizontal mounting plate. The speedo gearing will show as a slower speed as the output shaft of the Sun wheel assembly is a 5 start gear, our TR's are a 6 start gear and cannot be changed (the speedo may be able to be altered to accommodate the difference). The main difference is the clutch thrust plate which on a Saloon carries 4 springs instead of the TR's 8 spring set up for the extra torque output. For reasonable street driving the 4 spring will work until extra pressure is exerted e.g. hard acceleration in 3rd gear. This thrust plate can be exchanged, if one can be found. Also the Accumulator spring may need to be changed to give the correct pressure for the different cars.

Externally the A type O/Ds all look the same and the only way to tell the difference is from the serial number plate (early brass, later aluminium) either attached to the top or the side of the unit. All the 22% units start with the 22/, if it is from the early Vanguard's it will start with 28/ and some of the Saloons were 25/.

The 22% units have an input of 82revs for an output of 100revs while the 28% units are 77 revs to 100 revs. The internals of the 28% are a little different in the gears but could be used on a TR.

Some of the more common numbers on the TR units are:- TR 2. 22/61275, TR 2,3, 4. 22/61374, TR 4, 4A Live axle 22/61712, TR 4 A IRS. 22/61753, TR 5, 250 22/61971, TR 6. 22/61985. On the saloons 22/61711, 22/63338, 22/61973. The early Triumph Stags, 22/61977 and Vanguards were 22/3092, 22/2001. If you find one from an Austin Healey 3000. 22/3087 or 22/3009

The two main principles that make these work are gears and hydraulics and the only way to see if a unit is working (if not in a car), apart from if it is noisy when turned, is with a pressure gauge to check the hydraulic pressure otherwise it is a total strip down.

Reading books, manuals and handbooks you will find a wide variety of oils suggested for the O/Ds. Remember the same oil is in the gearbox so you need to satisfy both gears and hydraulics. Oils from 30 grade upwards, multi grades and heavier gear oils have been suggested. Straight 40 or 50 mineral oil is a good compromise or if your gearbox is getting a bit noisy try Castrol VMX 80. Whatever your choice DO NOT USE SYNTHETIC oils as these over time will glaze the clutch linings and some of the later types of oils will attack the brass syncro rings in the gearbox.



Saloon, 4 short springs. TRs' 8 long springs

See inner back cover for technical details on how to identify a suspect overdrive!

Ken Pfeffer

LINKS

An electronic version of **TRansmission** is available on the club website:

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

A link to the **TR Register** facebook page:

<https://www.facebook.com/TRRegisterNZ>

NZ Historic and Classic Vehicle Survey

Some very interesting reading - make sure you go online and read this:

<https://fomc.nz/for-member-clubs>

Mike's Tech Page (Canterbury Group)

Who fancies this? Electronic Fuel Injection for the TR2/3/4. It's 'only' a few thousand dollars but doesn't it look cool – it's on my bucket list for my 4a!. Check out the Youtube Video:

[https://youtu.be/hHN7r5xfD20?
si=My4ndeLoo0l6f-20](https://youtu.be/hHN7r5xfD20?si=My4ndeLoo0l6f-20)



Or perhaps as supercharger – even cooler!

[https://youtu.be/oLZpfIMD4-M?
si=fV-SYvTeUXevRCF7](https://youtu.be/oLZpfIMD4-M?si=fV-SYvTeUXevRCF7)

TRansactions

TRansactions

For Sale



TR6. 1969. Royal Blue, TRICK6

Complete body-off nut and bolt restoration completed in 2013, no expense was spared in this extensive rebuild. The car has been setup to be a comfortable fast road car, finished to the highest standard, with many enhancements added. This car has enjoyed great success at the TR Nationals concours events over the last 10 years. The car has been in my ownership since 1982 and there is extensive documentation that comes with the car. There are also numerous photos of the rebuild process. All numbers are matching and there is a Heritage birth certificate for the car. This car would suit someone that wants the very best TR6 or someone that is about to undertake an extensive rebuild.

Contact Grant Burgess - [0220 950907](tel:0220950907) New Brighton, Christchurch.
email: grantandkateburgess@xtra.co.nz

\$110,000



I have been asked by a non-TR Register member if anyone is interested in a selection of items that he has gathered (see photo) to convert a TR5/6 engine back to a PI engine. He is no longer carrying out the project and the items are surplus to his requirements.

For more information contact **Dave Tong** [0225420513](tel:0225420513)

10 X Tenax buttons plus fitting tool	\$95
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

TR3A Windscreen and Surround Wanted, **Norm Holland, 0274 743833**

Triumph TR6 Hardtop

Off a 1972 CP. I took this off the car in 1986- and its been carefully stored ever since. Selling only as taking up space and will never be used. Red nice all round condition, complete WITH original mounting kit. Interior lining intact and original- but little jaded. Has a couple of minor corrosion spots on one rear quarter window surround. **\$3,300 ono**

Chris: 021-2408717 (between 6-8pm) or chriswdorrington@gmail.com



Tip for Novices:
If there is a string to operate the Solenoid there is definitely something wrong!



