

TRansmission





TRANSMISSION

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FRONT COVER OUTER

My Mum (Helen North) in 1964

FRONT COVER INNER

See - I told you they still work in the rain!

BACK COVER INNER

Nevelle Ridd's recently restored TR6

BACK COVER OUTER

My Daughter (Charlotte North) in 2024

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



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TRanSport

A warm TR welcome to all. Spring has sprung, which is great news for open-top car owners. Enjoy.....

Included with this magazine is more detail about Nationals 2025 being held in Auckland. As you know, it's also a national celebration of the NZ TR Register's 50th anniversary. Your committee is keen that we make the most of that special occasion to offer opportunities to members, and to profile the TR marque publicly. Those being two of our major objectives, it's very appropriate that we bring focus to them, and we've also decided to commit some of our financial reserves to support Nationals and the 50th celebrations. We will do that with financial support for Nationals and in the regions. We'll be engaging with Group Leaders to establish how we can most appropriately help increase activity for members and lift the profile of the marque around the country.

I'd like to acknowledge the superb work that Mike and Carole Lester have done as Group Leaders in Canterbury for the last five years or so. They've decided that it's time to pass the reins on, so I welcome Stephen Rofe as our new leader in Canterbury. As I mentioned in my article in the last magazine, our group relies very heavily on our many volunteers, so thanks Stephen for stepping up to the plate.

Our AGM is coming up in November. You should have recently received official notice of the time and date. We have increased attendance at AGMs in recent years as we've encouraged on-line attendance and we're keen to have even more members attending this year. It's your chance to hear directly about our key activities as a Committee and our financial position, and to have your say on Committee membership. If you're interested to be on the Committee, let me or any committee member know as the AGM is also the time to elect our Committee.

I look forward to seeing you there (and, as always, am happy to hear from you in the meantime with any questions or suggestions about your Committee's work). Cheers

Stephen President

EDITORIAL TEAM

TALK

Welcome to the 200th edition of Transmission - quite a milestone. If we always produced 4 magazines per year, that would mean the first edition came out 50 years ago (1974). Despite the enthusiasm we have for our cars, that seems a bit optimistic - in 1974 the cars weren't considered classic, or worth saving. Top of the South Group Leader Jon Harrey did some research (see his article Looking Back, page 23) and it turns out that we didn't start the magazine at #1, so not quite 50 years but nevertheless, a great achievement and a testament to the contributors and editors in the past who have left such a rich legacy for us to enjoy.

As usual, winter has been a bit quiet, however most groups managed some outings which is great to see. As the inside cover of the magazine shows, our cars don't melt if we take them out in the rain! Driving with the hood up (for those with soft tops) does give a different sensation. My car, despite the odd leak, is actually quite comfortable with the top up, so don't be shy about going for a drive in less than perfect weather.

Talking about my car, I was in the UK for most of July and August. My mum, Helen, celebrated her 94th birthday on 24th August. Happy Birthday Mum. Still living at home, with my dad, Laurie, it was lovely to spend time with them. They bought their (now my!) TR3A in 1964. We were looking through family photos (obligatory) and I came across some of the TR. I trust you will indulge me having my car on both the front and back covers but I thought it was quite special - two photos 60 years apart. The front is Mum driving the car in 1964, the back is my daughter Charlotte driving the car in 2024. Open out the magazine, the front cover and back cover show the two pictures together.

I found a couple more photos - my mum heading to work at the hospital in her nurses uniform, and me with my two brothers (that is me on the left - as you can see I've hardly changed in the last 60 years (i.e. still an idiot).



*Deadline for the next edition is: **Saturday 23 November**
Articles in a Word file, photos as separate high-resolution files.*

editor@trregister.co.nz

DAVE





TOP OF THE NORTH Tales

Top of the North Group Report – September 2024

This quarter seems to have gone by fast and we will be in Spring by the time this edition reaches members. We welcome to our fold, Mike and Lynda Franks who have recently purchased a stunning TR4A – ex Ken Pfeffer car. They will be out and about in the coming months. Watch out for them (and the car) at the Nationals next year. We also welcome returning member Alastair Ward. His TR4A is currently undergoing restoration.

A planned car display alongside our local car club in mid August to celebrate 100 years of Four Square in Kaiwaka was cancelled at the 11th hour due to an extreme weather event. Kaiwaka is a small town on State Highway one about half way between Auckland and Whangarei. The town was known for its businesses putting on light displays at night.



Finally a nice fine day late August saw about 100 cars from the Vintage Car Club, Rod and Custom Car Club and Classic Car Club come together for a run to raise money for the Cancer Society Daffodil Day. The run wound its way to the seaside settlement of Oakura. A windy

road which suited our TR but not so much the big V8s. All the vintage car clubs around New Zealand organise an event on one particular day.

Malcolm Devereaux attended the TR mid winter weekend in New Plymouth. The rest of us have been trying to keep dry and await the warmer weather. A brief note of his trip follows:



GATEWAY TO THE NORTH FINALLY OPEN!

TR2 TRIP NORTHLAND TO NEW PLYMOUTH

At last the Brynderwyns opened and we avoided the circuitous route through Waipu and Mangawhai to drive to Auckland where we enjoyed Bruce and Anne's hospitality for our first night to New Plymouth. The clay hills of the Brynderwyns still look precarious but the road was clear apart from the usual traffic cones.

The next morning at Drury we joined the Auckland group and drove the route west of the Waikato arriving at the Fat Kiwi in Otorohanga where car numbers grew. We continued on to New Plymouth arriving late afternoon.

Dennis and Anne had organised a great programme, the gin tasting at Juno's being right up there! With intermittent rain during the weekend the Brynderwyns closed yet again for a period but were clear by the Sunday morning.

For our return trip, with the threat of the Bynderwyns closing again and the possibility of school holiday traffic clogging the highway south of Auckland we decided to leave New Plymouth early on Sunday and drive straight through to our home at Oakura. The weather had not improved over night. However the pouring rain and the cool morning temperatures provided increased volumetric efficiency which the engine just simply ate up. The little car really took off. We found ourselves north of the Auckland Harbour bridge well before lunch. The Bynderwyns remained open for the rest of the day so the rest of our journey was a walk in the park though the gateway to the North.

Our thanks to Dennis and Anne for their hard work putting together a fabulous weekend.

Roll on Spring and some good TR motoring weather.

Brian and Raewyn Cannons

CITY OF SAILS

Area Report

City of Sails Group Report – September 2024

Annual North Island Mid Winter Run – Destination New Plymouth

What a great location New Plymouth is....so much to see and do.... We moved from tradition this year and planned a long weekend, leaving Auckland on Friday... because we can. Planning a weekend in winter is tricky but we decided it would be a rain, hail or shine event as we knew it wasn't something we could reschedule... we definitely had rain and some sun. We Aucklanders met at our usual on the southern motorway some in TRs and some in moderns. Travelled down the western side of the Waikato River and basically turned right at Ngaruawahia and headed off to the Fat Kiwi Café in Otorohanga meeting up with some BOP and Waikato members. Lunch done, next stop New Plymouth or so we thought....



One of our guys heard a noise from the front passenger wheel area and made a very good decision to pull into Davis Automotive Garage in Piopio... so helpful. It turned out the front left spoked wheel spline had separated from the hub assembly. Luckily the garage was able to replace 3 of the splined hub studs and a bolt having to suffice for the 4th one. The rest of the drive to New Plymouth was uneventful.

Friday nights dinner was fend for yourself, however, a fairly large group of us ended up at a pizza place. Saturday morning we had a pre-booked gin tasting and tour of the Juno Gin Distillery. We all thoroughly enjoyed this presentation and very informative talk about how they started. Needless to say many of us walked out having purchased a few bottles including some Limoncello which they only sell from their shop. Saturday afternoon was free to wander, including a visit to the Len Lye Gallery, a walk along the promenade in the sunshine then back to the hotel to watch the rugby, before going out to dinner at The Good George.



Sunday morning we waved goodbye to everyone and headed for home, via Cambridge for lunch. The weather forecast was not looking good, so roof up. We had rain off and on but nothing too serious until just outside Cambridge where we ran into an intense rain front. At 100kph we started to aquaplane on a flooded road surface so speed quickly dropped to about 50kph. Luckily it only lasted for a short time and by the time we got to Cambridge it had turned into drizzle. By the time we were on the road again it was clearing and becoming quite pleasant as we headed back to Auckland. A big thanks to all our TR members who joined us from Wellington, BOP, Waikato, Auckland, Northland and local members Brooke & Nicky Richardson. Also, a big thanks to Dennis & Anne Greenman for organising this weekend.... A great time was had by all.

We are really looking forward to taking part in The Distinguished Gentlemen's Drive end of September raising awareness and money for Mens mental health and Prostate Cancer, and "dressing dapper", more on this to follow in the next magazine.

Murray and Steph



Waikato Group Report – September 2024

That Dam Tour

Despite an ominous weather forecast, 14 hardy souls in six TR's (3 TR 6's, 2 wedges, and a TR 4) and one modern (*cough* Kevin and Viv *cough*) turned up for That Dam Tour. While most had their hoods up, Kevin and Elizabeth optimistically fronted with their hood down. After a quick driver's brief, all the cars were set off 2 minutes apart in careful, organised, highly structured (yep..okay.. bossily) way by Clare. But this was not going to be a 'sit back and watch the scenery' type of run for the navigators, all cars had a list of landmarks or information that they needed to collect on the way. The first half of the trip went past Karapiro Dam, across the bridge at Arapuni, past Waipapa and down to Mangakino, finishing at Whakamaru. The regroup and lunch stop was at the Whakamaru Dam Café, where there was a quick check in to see if all couples were still talking to each other. Top marks went to Kevin Thorburn for trying to sell a TR club membership to a Stag owner while queuing to order his lunch, while Kevin Blackstock was not so popular after pinching Rob's lunch by mistake.

Hoods were removed, cars re-ordered and re-set off much to the entertainment of some of the locals (although personally I thought the dead, wild pig on the back of the local's ute was more impressive). Despite Malcolm's dark mumblings about Zoe's lead foot (she gets that from her father) and her competitive spirit (she gets that from her actually never mind who she gets that from!), it was Ted and Shelley who set off first. Then it was Rob and Zoe, followed by Tim and Trish, then Kevin and Elizabeth, Malcolm and Leanne, Glenn and Clare with Kevin and Viv bringing up the rear.

The second half of the run was back to Arapuni, finishing at the local café (the one which Chris mistakenly tried to start at). It was supposed to be fairly uneventful section, but thanks to a late road turn by Tim, Trish nearly ended up with a lapful of blue TR 8. Over a late coffee, the answers to the navigator questions were given. There was some spirited discussions and vocal challenges which were referred to our TMO (Glenn) for final decisions, however eventual winners were Zoe and Rob, thereby proving once and for all that men can read instructions and pay attention to detail. A strong second place went to Shelley and Ted, with Elizabeth and Kevin a close third, and Kevin and Viv sneaking in fourth place.

Huge thanks to everyone for joining in the run and making it a successful day.

Clare Rosser





All Saints Cruise

How many times have you driven past a road junction and wondered, "where does that road go?" One of the benefits of membership in the TR Register is our local runs that take us down those roads all but forgotten except for the locals. We found out where many of those roads led to on our August 4th run organised by Kevin Blackstock and Viv Buchanan.

Bunnings has closed in many of our smaller communities, but has left us with convenient places to meet such as in Te Awamutu. Nine Waikato TRs showed up joined by five members of the Auckland Triumph Car Club. We had 1x TR4, 5x TR6, 3x TR7, plus 4x Vitesses, and a TC 2000. Kevin had arranged beautiful weather for us and we are blessed in the Waikato with so many good back roads. Fortified with some of Viv's fine home baking, we set off. Kihikihi led to Te Rahu, Mangapiko, Pirongia, Te Pahu, Whatawhata, and finally one last loop into Te Kowhai. It is worth mentioning that barely any of the 100km was traveled on a state highway, well done!

Our lunch venue was the Saints Public House Cafe; table for 26 please. St Paul's Methodist Church was moved from London St., Hamilton to Te Kowhai in 2018. Rumour had it that one of our group had been married in the church. The food was excellent and the service team only struggled to be heard over the conversation, (thank you Clare for your assistance.) I would certainly recommend the Saints if you are in the neighbourhood. Thanks to Viv and Kevin for organising the run and the 40 plus directions; printed on both sides of the paper, navigators.....

Tim Bradshaw

Hawkes Bay Happenings. .

Hawkes Bay Group Report – September 2024

Hopefully winter is moving away, it seems to have been rather cold and wet this year. We have managed to escape some of it for a couple of months by travelling to the other hemisphere. Included in this trip is a visit to the Goodwood Revival during the first weekend of September – a must do for classic car fans.

A good and timely article in the last Transmission on engine oils, newest isn't always the best. I have changed the oil and filter in LT2 so it has nice clean oil in it as it sits over the winter, rather than that dirty stuff that settles its sludge in the lower parts of the engine.



We have had a couple of get togethers over winter, a Club Night in June at a new venue, the Kitchen & Bar in Napier where a small group enjoyed a varied menu and a drink or so in the cosy surroundings of the restaurant. July - I managed to choose a lovely calm, sunny day when the temperature actually go up to 20 degrees. A visit to Hygge Café at Clifton for lunch meant we could get the TR out of hibernation for a much needed run. Again a small group who thoroughly enjoyed lunch and chatter.



Roll on Spring and in the meantime keep warm and dry and get those jobs done on the TR so it is ready to hit the road.

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

Wellington Wafflings...

Wellington Group Report – September 2024

Things have been quiet in Wellington over winter with most TRs in hibernation. A few however did get woken up for the local Vintage Car Club Daffodil Day rally on 24 August.

The weather turned out better than expected for this event and there was a good turnout of vehicles covering the full range from Model T to late model supercars. The Group Leader's favourite (of course) was the white TR4A previously in the care of Vishu Singh and now in the good hands of new member Don Stantiall. This car is looking lovely and a great credit to all involved in its restoration.

Johnathan

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](tel:0211247950).



"Restore project available, needs new tyres"

(Thanks Nigel Hayman)



THE TOP O' THE SOUTH

Top O' The South Group Report - September 2024

The Winter months are always a quiet time for group get-togethers here in the top of the south. We endeavoured to have a Matariki run at the end of June but atrocious weather put an end to those plans. We rescheduled a fortnight later for a run to The Pelorus Tavern where 4 cars, both TR and modern, made the trip from Blenheim and Nelson. There were supposed to be 5 cars, however the Group Leader fell victim to the dreaded flu virus the day before and thought it best to stay home and not risk sharing the joys of cough, fever and headache with the rest of the TRoups.

August 25th was the annual Daffodil Day car show and fundraiser for the Cancer Society. Bill Rogers faithfully showed the flag at the Marlborough Show with his TR3A whilst Jon Harrey attended the Nelson event in his TR7. The following weekend was the Omaka Wings & Wheels event in Blenheim, again represented by Bill as the sole TR present. He did have a number of Stags for company though – oh deer!



Jon

Canterbury Tales...



Canterbury Group Report - September 2024

Hi fellow TRoupers, well we didn't get up to much over the last few months, well it is winter! and we don't like to get our girls cold and dirty. We did have some well supported monthly meals some and some short winter runs and a car show but spring is on its way, so watch this space!. in the meantime some reading for the cold winter nights!!

I know you all probably know the history of the TRs but for those who don't or have forgotten, here goes!

The Triumph TR series is a lineage of sports cars manufactured by the British Triumph Motor Company from the 1950s through the 1980s. Here's a brief overview of the key models in the Triumph TR history:

1. Triumph TR1 (1952):

The first model in the TR series, but only a handful were produced for testing purposes. It led directly to the production of the TR2.

2. Triumph TR2 (1953-1955):

Introduced in 1953, the TR2 was Triumph's first volume production sports car. It featured a 2.0-litre in-line four engine and a streamlined design.

3. Triumph TR3 (1955-1962):

The TR3 succeeded the TR2 with similar styling but included various improvements like a more powerful engine and optional overdrive.

- 4. Triumph TR4 (1961-1965):**
Introduced a more modern, squared-off design compared to its predecessors, and featured a larger 2.1-litre engine.
- 5. Triumph TR4A (1965-1967):**
A refined version of the TR4, featuring independent rear suspension (IRS) which improved ride quality and handling.
- 6. Triumph TR5 (1967-1968) / TR250 (1967-1968, US Market):**
Known as the TR5 in Europe and TR250 in the US, it featured a 2.5-litre straight-six engine, a departure from the inline-four engines of previous models.
- 7. Triumph TR6 (1969-1976):**
One of the most popular TR models, the TR6 featured a 2.5-litre straight-six engine, and a more aggressive styling compared to its predecessors.
- 8. Triumph TR7 (1975-1981):**
A departure from the traditional TR series, the TR7 was a wedge-shaped sports car with a 2.0-litre inline-four engine. It was controversial in design but successful in sales.
- 9. Triumph TR8 (1978-1981):** Essentially a TR7 with a V8 engine (3.5-litre Rover V8), the TR8 was aimed at the American market to boost performance and appeal.

Each TR model contributed to Triumph's reputation for producing affordable, enjoyable sports cars with a distinctive British character. The TR series remains popular among enthusiasts and collectors worldwide, celebrated for its design, performance, and contribution to automotive history.

Mike & Carole Lester

(Our retiring Canterbury Group Leaders - Thank You)



Deep South Group Report - September 2023

Not much to report since the mid-winter run in July or over the last month. The usual dinners for the Dunedin faithful has been well attended and enjoyed by all who meet at a different venue each month. There are no other runs organised in the next few months. The Dunedin Autospectacular show on the 7th October will be on the groups list of things to attend and we will put up a good display.

The Daffodil Day show and shine run by the Vintage Car Club in conjunction with the local Hot Rod club, was very well attended with over 86 cars on a very horrible day weather wise, in Cromwell. There were two members of the DSG displaying their TR6's and Lindsey Pratt had his Jag on display too. The BBQ sausages and bread went down a treat as well. All together we raised \$2568 for the Appeal.



My Black TR6 in between 2 Hot Rods



Neville's white TR6 in good company

The next major run, being organised by Dave & Lorna, is the End of Year Mystery run on the 23rd & 24th November. This limited to 16 cars and already half the places have been filled.



The DSG group met for dinner at the Salt Restaurant at St Clair 5.9.24.
We had a relaxed and enjoyable evening

Left to right

Lynda Coomer

Jane & Trevor Payton

Stephen & Gail Higgs

Elizabeth Harrex

Robyn Penno

Judy

Mark McLachlan

Photographer Murray Coomer

Rona and Ian Ramage



Looking Back 🗞️

How TRansmission Came Into Being

As this is the 200th edition of TRansmission Magazine we thought it would be interesting to look back to the very first edition. Surprisingly, TRansmission did not start out with edition #1. For some years the Register published a simple

A4 newsletter but as membership increased and publishing options improved an A5 magazine in black & white format came into being. Initially this was an un-named quarterly publication, however there was clearly some discussion around naming of the publication as in the May – June issue of 1986 editor Barbara Robertson referred to it being “*another nameless wonder*” and that “*no-one has quite managed to come up with a name for our magazine.*” A prize of a year’s free subscription was offered for the person coming up with the most suitable name. The subsequent Aug – Sep issue was duly named “TRansmission” with Paul Reynolds, a former editor, having come up with the winning name. Amusingly, the Datsun ‘Z’ Club wrote in with a number of suggested names including *TRuth*, *TRivia*, *TRavesty*, *TRanscript*, and *The Registir* – Thank goodness for Peter Reynold’s contribution! For some years the Magazine continued to be referenced by month and year but not by numbers. Kevin Tinkler, who was President of the Register at the time, advises that the numbering of each issue of TRansmission commenced with issue #114 for no particular reason other than it acknowledged that there had been many prior issues and newsletters.

CONCOURS

(Please circle which class(es) you wish to enter your car in -
See <https://trregister.co.nz/concours-rules-information> for rules)

- Standard Class (Cleanliness, condition, finishes and originality)
- Modified Class (Cleanliness, condition, finishes)
- Masters Class (Winners of 2024 Standard and Modified Classes only)
- Pride of Ownership (Open to any entrant)
- None

AFTER-TOUR (Circle one)

- Will join tour
- May join tour
- Will not join tour

REGISTRATION FEE

Early registration is highly recommended

If paid prior to 1 st November Payment for persons @ \$350.00 each	+ \$
If paying after 1 st November Payment for persons @ \$375.00 each	+ \$
Not a current TR Register Financial Member? Add \$50 per person	+ \$
Driving from the South Island using the Ferry? (TR Register Members only) Deduct \$50 subsidy per car	- \$
TOTAL PAYMENT	\$
DATE OF TRANSACTION (Please State D/M/Y)	

DECLARATION

The signatory of this form confirms that he/she is authorised to sign on behalf of those persons registering and acknowledges receipt of a copy of the Participation Rules for the TR Register NZ Inc. National Weekend 2025!

PLEASE PRINT YOUR NAME:

SIGNATURE: DATE:

Official use only.	Acknowledged	Recorded	Concours Ferry Subsidy	Yes No
Date received				Yes No



REGISTRATION FORM

**TR REGISTER NZ INC.
NATIONAL WEEKEND
AUCKLAND 2025**

From: Friday 28th February until Monday 3rd March

Where:
The Parnell Hotel & Conference Centre
10-20 Gladstone Rd, Parnell, Auckland



**TR REGISTER NZ INC.
National Weekend 2025 and After-Tour**

PARTICIPATION RULES

Please read these conditions carefully and retain a copy of this document

To enter and participate in the TR Register NZ Inc. National Weekend 2025, including the After-Tour (known as events below), your vehicle, you and your team/crew must comply with the TR Register Inc. (known as the organiser below) Participation Rules for these events. The rules that apply are:

- 1. Vehicle status and use.** Your vehicle must:
 - a) be in very good mechanical condition and tidy at both the time of entry and during the events, must have a current Registration and have a valid Warrant of Fitness,
 - b) during the event, be comprehensively insured by a reputable insurer for all risks (including the vehicle itself and for both third party and public liability) and for at least indemnity value, with premiums paid in full.
 - 2. Drivers.** During the events, every driver must:
 - a) have a current NZ Driver's Licence or an International Driver's Licence recognised by NZ Authorities,
 - b) comply with and observe: (1) Land Transport Safety Authority Law (including the Transport Act 1962) and the Land Transport Act 1998, and applicable regulations and amendments, particularly when operating any vehicle, and (ii) every reasonable request and instruction of the organiser's representatives, and
 - c) not operate or use any vehicle in any way that may endanger life or property, or may bring the events or its sponsors into disrepute.
 - 3. You are responsible for everything.** You (not the organisers) are responsible for every cost and loss you may have in respect to the events. This includes:
 - a) all accommodation, some food, drink etc. that you or your team/crew may require or consume,
 - b) every cost of operating or maintaining your vehicle,
 - c) every risk to any of your property (including the vehicle) and the property of anyone in your team/crew or anyone else, and
 - d) any damage or loss you or any of your team/crew cause or contribute to.
 - 4. Rights reserved by the organiser.** The organiser reserves the right to:
 - a) exclude any vehicle or any person from the events for any reason at any time,
 - b) change date or times,
 - c) change any venue, and/or
 - d) cancel any of the events.
 - 5. Privacy.** You authorise the organiser to:
 - a) collect and use any information about your vehicle and you for the purposes of the events and related promotional events, and
 - b) retain information about your vehicle and you for future events and promotions.
 - 6. Refunds of the Registration Fee** are at the organiser's discretion as bookings and payments may have been made on your behalf which cannot be recovered.
 - 7. Non-liability of the organisers** of the TR Register NZ Inc. National Weekend 2025
- None of the organisers nor any of its representatives nor sponsors will have any direct liability or indirect liability (in contract or tort, including negligence) to you, or any of your team/crew or anyone else for anything that happens to your vehicle, you, any of your team/crew or anyone else or any property during the events, or as a result of any changes of venues, dates, times or cancellation of the events or otherwise.

REGISTRATION FORM

Please complete, sign, and return this form by post or email, along with your payment, which can be made by internet/phone banking no later than 1st November 2024. Early registration would be much appreciated.

Your entry is not confirmed until full payment is received. Please ensure you keep a copy of your Registration Form.

PAYMENT OPTIONS

Internet banking:

Bank account number: 12-3027-0498316-00

Sub reference: NW25

Please include your name, initials and sub-reference provided in the reference field.

Email address or postal address for registration forms:

Email: aktrmw25@gmail.com

Postal address: 19 Salsaine Street, Avondale, Auckland 1026

ACCOMMODATION

Name: The Parnell Hotel & Conference Centre

Address: 10-20 Gladstone Rd, Parnell, Auckland 1052

Contact details: e: reservations@theparnell.co.nz / p: + 09 303 3789

Please phone or email the reserved accommodation and quote booking reference 61944

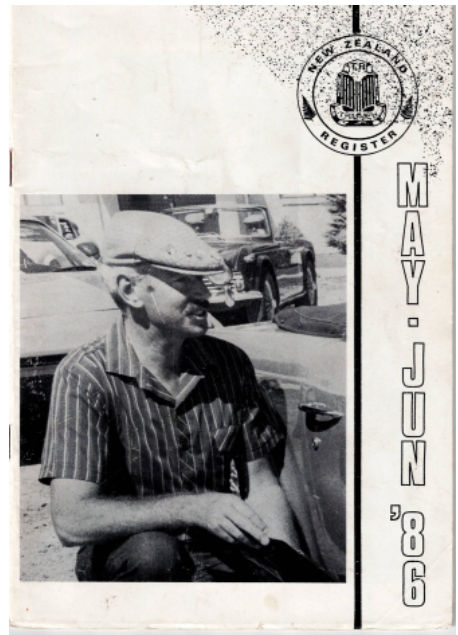
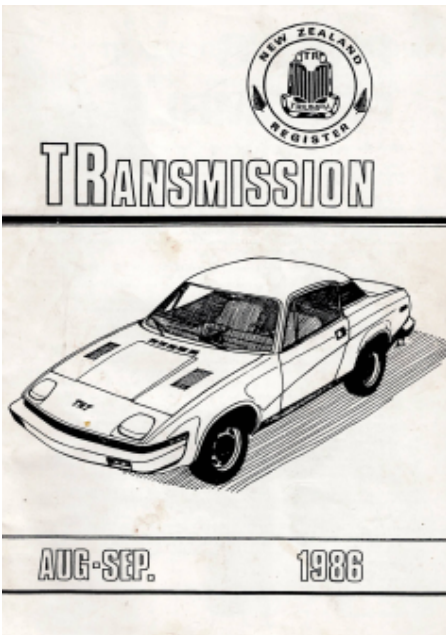
WHO IS COMING?

Driver:	Mobile:
Passenger:	Mobile:
Postal address:	
Email address:	
Home landline:	
Any dietary requirements:	

WHAT CAR WILL YOU BE DRIVING?

Make:	Model:
Year:	Colour:
Commission No:	Registration No:

TR REGISTER NZ INC.
NATIONAL WEEKEND – AUCKLAND
When: 28th February – 3rd March 2025



Print technology has come a long way since the mid 80's and so our magazine now enjoys full colour production, high quality printing stock and clear, high resolution images. Obviously our membership enjoyed much better eyesight back in those times as the print size in the magazine was challengingly small. Thankfully, the current font size has increased somewhat which makes for a much easier read ! Not having the availability of email back in the 80's all submissions for publication would have been typed up and posted to the editor. Accordingly, regional reports were sparse but the magazine was well filled with items such as Letters to the Editor, Technical Articles, Trade Sell or Swap, members' articles of recent events, Motor Sport news, and even a little bit of advertising. There were also a lot of articles reproduced from other sources such as newspapers and motoring magazines, all making for an interesting and entertaining read. One of the more entertaining pages, referred to as sTaR TRends, was even devoted to TR horoscopes! So if any of our membership are inclined towards the astrological and would like to provide TRansmission with a quarterly horoscope please drop a line to the editor.



TR REGISTER NEW ZEALAND INC.

PO.BOX 17-138

GREENLANE

AUCKLAND N.Z.

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Cover picture thanks to Wayne Lightfoot.

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DARE I HOPE THEY'VE GOT AN ANSWER TO MY COOLING PROBLEMS?



TRY MORE CLOTHES

Opinions expressed and advice offered herein are not necessarily those of the Register or its members. Thanks to kindred clubs where use has been made of their original material.

The Contents page for the first ever "TRansmission"

Member Profile - Ken Pfeffer

Jon Harrey recently visited long term Register member Ken Pfeffer at his Wanganui home and gained an interesting insight into the man and his long association with the marque.

So let's get something straight from the start – It's not 'Feffer' or 'Fyffer' it's pronounced '**Peffer.**' That's right, it's a silent 'F' at the beginning! Ken has long ago given up on trying to correct the pronunciation of his name but for those of you who have often wondered you now have the official version. Ironically, Ken hales from Wanganui where these days it's had an 'H' shoe-horned into the name and is now more correctly pronounced as 'Fonganui.'



Many in the club know Ken as the Register's technical guru and the writer of many technical articles for TRansmission Magazine. Those who attend the annual Nationals might also know him as the chap with the quiet demeanour who regularly walks away from the podium with an armful of trophies having won yet another concours with one of his fine cars. Those who enter the concours would do well to firstly enquire which class Ken has entered this year, and then, if possible, enter a different class as the outcome is almost a foregone conclusion, such is

the level of presentation for each of the cars that Ken has restored over the years. There have been 7 in total, including a Stag, and until very recently Ken has retained ownership of each and every one. The only car that Ken has not done a full restoration on is his 1957 TR3 which only required "a good tidy up" but is otherwise a fine, original example.



At times this has created something of a storage issue with cars stashed around various parts of the district - behind shops, in an old woolstore, and at his father's place - until finally Ken purchased a small industrial

building in which to store and work on his cars. This was no doubt a godsend but also meant long hours away from home as he tackled his latest project – fortunately Ken has a very understanding and supportive wife in Theresa!

Ken was born in Lower Hutt toward the end of WW2, moving to Wanganui in 1958. He spent some time in Morrinsville before returning to Wanganui where he has resided ever since. During his working life he has worked at Wright Stevenson's, spent 10 years electroplating, and been an aluminium joiner. He then joined the family shoe store business back in Wanganui before stepping out on his own with stores in Trafalgar Square and Main Street. Pfeffer's Shoes was a household name in Wanganui – even if they didn't know how to pronounce it correctly!

At the still young age of 63 Ken shut up shop and retired and has been able to enjoy his retirement years doing what gives him the greatest satisfaction “taking a TR that is essentially knackered and turning it into something that's as good as, if not better than, new.” Skills gained in his early working career have served him well in his love of restoring cars and Ken prides himself on the fact that virtually all the restoration work he has done himself, the exceptions being where he has lacked the necessary engineering equipment for say reboring a block. Panel work, paint, upholstery, electrical and mechanical, Ken does the lot and does it with the eye of a perfectionist. If it's not perfect it won't pass muster and will be done again.



So where did the love affair with the Triumph TR marque begin? Well, back in 1980 Ken was a model aircraft hobbyist and whilst attending an event in New Plymouth he was yarning to a chap he was standing next to who happened to throw into the conversation that he had an old sports car at home that he was thinking of selling. This turned out to be a 1957 TR3 which Ken promptly

purchased for the princely sum of \$2500! A couple of years later in 1982 Ken was offered a dismantled 1959 TR3A which he purchased, rebuilt and got back on the road in 1984. Next in line was a 1964 TR4A which Ken purchased from Auckland, fully rebuilt and returned to the road in 2001. A TR250 was next on the list (now owned by Steve Brettell) followed by a TR5 and then it was the Stag's turn to receive the Pfeffer touch. A TR6 of USA origin was then restored and converted to right hand drive before finally, Ken tackled his 1973 TR6. The only iteration of the TR marque that Ken has never owned is the Harris Mann designed TR7/8 Ken first joined the TR Register shortly after buying his first TR in 1980. Back in those days the Register had a close association with the Morgan club and Ken recalls that at the first Nationals he attended there were only about 3 TR's and a dozen Morgans. He reflects on how the Register has grown over the years and how much pleasure he has received from the comradeship of the members, particularly at the annual National Weekend. Driving to and from these events has always been a great pleasure and "is especially satisfying when the car you have rebuilt performs faultlessly, getting you there and back without skipping a beat."

Whilst researching for another article in this magazine I came across a lengthy article penned by Ken in the Feb - Mar 1986 Register (yet to be named) magazine in which he details, step by step, the restoration of TS57456. Reading through this 4 page article one gets an appreciation of the meticulous attention to detail that Ken has put into his restorations and it remains a testament to his love of the Marque that he continues to this day to contribute well researched technical articles to this magazine.

With the 2025 Nationals now on the horizon Ken is giving away no secrets as to which car he will be taking and entering in the concours. As the owner of two TR7's, I am however comforted by the fact that Ken won't be entering that class which leaves me with a much better chance of bringing home some silverware!

How hard can it be? --- spoke too soon!

Whatever the merits of spoked vs steel wheels, the spokes do look good. And even though there is no real benefit of the spokes for me I still like the look of them on my TR2.

However when I got a series of broken spokes a couple of years ago I discovered the disadvantages. You can replace an occasional broken spoke at home, even if it requires destroying one or two good ones in the process and usually the wheel stays true and the replacements are difficult to spot at a glance, so no real problem. But there comes a time when you ask yourself – these wheels are seventy years old, how many more spokes are likely to break in the next year or so, and how long before the wheels are no longer truly circular, and impossible to balance? With those thoughts and some signs of rust in the rims I looked at the options.

Shiny new wheels are available, but I balked at the price. New spokes are available, and if the old hubs are good and the rims can be cleaned up and painted, then maybe you can rebuild them with new spokes. But even new spokes from the usual sources makes a complete set uneconomic. However I found a New Zealand motorcycle wheel specialist that could supply stainless steel spokes at a reasonable price, and Google kept telling me the job would be easy, so I bit the bullet and ordered a set of new stainless spokes for 5 wheels. That's 80 long spokes and 160 short ones, plus a few spares.

It turned out to be possible but not as easy as I expected.

Firstly take photographs of all the wheels, they may not be all laced the same way. I had one odd wheel laced differently as you see in the picture. The difference is not obvious, in fact they look identical at a glance, but the spokes cross each other differently and I decided to lace them all the way they were originally done. Having sorted that out thanks to one of the web pages I found, I disassembled the wheels one by one by cutting the spokes and then cleaned and applied rust protectant to the rim.

After several failed attempts at adjusting the spokes which left me with a horrible steering wobble at speed I developed the following procedure which worked well. I have a two post lift and a simple tyre changer which makes the process so much easier.



Two TR2 wheels with different lacing pattern

Fitting the spokes

With the rim and centre face down on the tyre changer put eight lowest (long) spokes loosely in place and install the nipples (spokes A2, C2, E2, G2, I2, K2, M2 and O2). Follow these with the next ring of long spokes (B2, D2, F2, H2, J2, L2, N2 and P2), then the lower ring of 16 short spokes (A1, B1, C1, D1, E1, F1, G1, H1, I1, J1, K1, L1, M1, N1, O1 and P1) and finally the uppermost ring of short spokes. Only screw the nipples about three turns so that they are all equally loose, and the whole assembly should be very floppy at this stage.

Next install the wheel on the car and begin to tighten the spokes. Use a decent spoke wrench available from good motorcycle shops, they are so much easier to use than a crescent. Starting from a suitable point (e.g. the valve hole) tighten each nipple in turn one full turn and when all are done, give the rim a vigorous wriggle to settle the spokes in place. Repeat this again and again until the spokes start to come under tension, it will take a few repeats, but it is necessary to ensure that all the spokes are evenly tightened and the wheel becomes close to truly symmetrical. When you encounter a spoke that is coming under tension then back off so that it is only just tight and don't tighten it further. Keep repeating until all the spokes are just tight and the rim feels firm when wriggled.

The next step involves fine adjustment to bring the centre exactly into the middle of the rim and removing any in-and-out wobble. I suggest doing a small centering adjustment followed by a small wobble adjustment and repeating as often as necessary. This requires time and focus, so settle down to a couple of hours of intense concentration. It is surprisingly easy to get it totally wrong and tighten spokes that should be loosened and vice-versa, believe me, I have done just that several times. We need to be able to measure how far out of true the wheel is, and in what direction, and we need to know how close to perfect is close enough. Also we need to be comfortable. One last point - I raised the car on the lift high enough to work comfortably while sitting on a stool. Otherwise you will need to make a jig and set the wheel up on the bench. To measure how far out of true the wheel is I don't recommend a dial gauge because a 70 year old rim will have multiple imperfections which only confuse you when looking at a gauge. I find a simple pointer made from bent wire very much easier. I clamp the pointer to a bar which is clamped to the chassis firmly enough so as not to move during use. One tip of the pointer is directed along a diameter towards the rim where the tyre bead fits to indicate the off-centre position and the other points to the rear edge of the wheel well to indicate back and forth wobble. As the wheel rotates the rim will move closer to and further from the pointers.

To do a centering adjustment arrange the diametrical pointer so that it just touches the rim for about one quarter of a rotation. Locate the group of three spokes closest to the middle of the region where the pointer touches and mark them clearly. I put a clothes peg on those three spokes. Let us suppose that we have marked group D in the photograph. To bring the wheel hub closer to the centre of the rim we need to shorten group D spokes and its neighbours and lengthen group L and its neighbours which are on the opposite side. Some websites suggest you only adjust one or two spokes at a time, but to get a measurable improvement I found it necessary to shorten 16 spokes around group D and lengthen 16 spokes around group L. Do the loosening first on groups J, K, L, M and N. Also loosen spoke I3 since it is also pulling the rim in the wrong direction as you can see from the picture. Loosen them no more than one quarter turn, then tighten the spokes around group D the same amount (B, C, D, E and F and A3). This should produce a noticeable improvement. Re-measure and re-adjust as necessary until you estimate the off-centre is around 2mm or less. You can estimate the error by sliding the shank of a small drill between the pointer and the rim.



Pointer arrangement for checking centering and wobble

Now some spokes will have become a lot tighter than others during this process so even out the tensions by loosening the tight ones in turn until they are all just tight. Doing this carefully one at a time will not result any movement to upset your previous adjustment.

With the centering roughly correct, start on the back and forth wobble using the other pointer and mark the group of spokes where the rim is furthest from you. Suppose this is group D again. To bring that part of the rim forward loosen D1 and D3 and then tighten D2. Do the same for groups B, C, E and F. Then do the opposite to groups J, K, L, M and N (loosen spoke 2 in each group and tighten spokes 1 and 3). Remember only one quarter turn at a time. Repeat this wobble measurement and adjustment until the wobble is an estimated 2mm or less. Even out the tensions as before to get all the spokes just tight.

Now, alternate between the centering adjustment, and the wobble adjustment to bring them both down to an error of 1mm if possible. On my wheels I had to settle for about 1.5mm probably because of distortion in the rims, but I found that to be sufficient to produce a smooth ride all the way up to 100kph. Finish this part by getting all the spokes up to an even tension so that they 'ping' when struck. I am not sure how tight that is, and I have no way of measuring it anyway so I relied on gut instinct and my ear. I suspect it only becomes critical if you are into serious motorsport, and even then maybe not. Again only one quarter turn at a time and go round all spokes and tap each spoke before repeating.

Finally check with the pointer and readjust if necessary – yes, I told you it takes a long time, only four more wheels to go.

The job isn't over yet! Trim off any spoke ends protruding through the nipples (I used a Dremel type tool) and then make a weatherproof seal between the nipples and rim by melting wax over the heads, and covering with 2 rounds of duct tape suitably trimmed to width.

Balance

Finally some notes about tyres, tubes and balance. I suspect you will never be happy with the balance if the above adjustments are not done. My experience is that you need lots of weight to compensate for poor spoke adjustment, and even then you may not be satisfied (yes, I tried that).

I find modern tyres much improved regards balance and circularity than tyres of old. Modern tyres are marked to indicate any possible out of true, and I align the red dot on the tyre with the valve and (so far) I don't require any balance weights at all.

You will need to put a tube in old rims, and if you fit them yourself, dust the tube with talc to allow it to move as it is inflated and use a lubricant (good old soap) to help the tyre to slide correctly and evenly onto the rim.

Finally, would I do it again if faced with the same situation? Well yes maybe provided I am happy with 48 spoke wheels, but I would not attempt it with 60 or 72 spokes, there are limits to my patience.

Bryan Thomas

TR CLUTCH OPERATING SHAFT PIN UPGRADE

Over the years there have been many stories of this pin failing with subsequent loss of clutch operation. Therefore when I had the motor & gearbox out of my car recently while attending to the bodywork I took the opportunity to upgrade this pin to (hopefully) eliminate the likelihood of this pin failing. I followed the suggestions documented by 'Buckeye Triumphs' Ohio on their website and this article is based upon that research done by 'Buckeye Triumphs' Ohio.

This tapered pin (Moss part #158777X) locks the fork which actuates the clutch release bearing onto the operating shaft running across the front of the gearbox, which in turn is actuated by the hydraulic slave cylinder. Unfortunately due to an inherent design fault this pin can shear from repeated stress, and a number of fixes have been suggested over the years. These include making up a stronger pin of various forms, adding a second **additional** form of location (either a bolt & nut or a 'roll pin' or taper pin), or even welding it in place.

I discussed these options with my engineer friend, and he agrees that the preferred engineering option is to add a taper pin as recommended by 'Buckeye Triumphs'. Cross drilling a hole through the fitting & shaft and putting in a bolt & nut is the easiest, and can be done by virtually anyone with basic hand tools. However it is virtually impossible to successfully do this without leaving a small but significant amount of play between the bolt and the drilled hole unless using specialist tools and undersized drill bits. This play unfortunately still allows the original pin to take the majority of the strain and potentially break. A bolt is simply not designed for this type of application whereas a taper pin is.

A taper pin is designed to fix the hub of a gear or a pulley to a shaft. The pin is driven into a tapered hole that extends radially through the hub and shaft, the big advantage of this is that it completely eliminates the possibility of any play developing. These pins are readily available, and any competent machine shop can ream a tapered hole to suit. The pin is then cut to length and the small end is threaded so that a nyloc nut can be added to ensure it cannot work loose.

One piece of advice not documented in the online article pertains to the final fitting of this taper pin. It should first be tapped into place, then when satisfied that it is properly seated a single sharp hit with a substantial hammer is needed to ensure that it is completely driven home tightly. If possible hold a heavyish dolly with a hole for the taper pin to clear into before the final hit, this will stop the fork "bouncing" and put all the "hit" energy into the pin. Then fit the nyloc nut.

A final note: the gearbox does not need to be disassembled to do this as the operating shaft can easily be removed from the front of the box without doing so. All this is covered in detail in the 'Buckeye Triumphs' article referenced below.

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

Alan Dunscombe

REFERENCES:

Buckeye triumphs (n.d.). *Clutch operating shaft overhaul*. Retrieved from <https://www.buckeyetriumphs.org/clutch>

Calendars

At the last National Weekend, members expressed interest in calendars. Jon Harrey, Top of the South group leader, has been investigating. We will need to print about 50 to make it worthwhile. Exact costs haven't been fixed yet but will be between \$15 and \$20. Please send expressions of interest, including your contact details, directly to Jon

nelson@trregister.co.nz

WHAT'S THE POINT OF THE CONDENSER

In a points equipped distributor an obvious limitation might be "points bounce" at high revolutions, however, more critical are problems at cranking revs when the points open slowly. After all, the engine needs to start to be any use and the condenser across the points fulfils an important function in their operation.

Permit me to explain:

In a Kettering type ignition circuit (factory in our early TR's) the source of energy is connected to one end of the coil primary winding, the other end of that winding is connected to one of the points, the other point is connected to the return connection of the energy source (usually via Chassis) the condenser is connected across the points.

The ignition coil is both an inductor and a transformer. An inductor opposes any CHANGE in current flow, so when voltage is applied across the primary coil (points closed), the current through it begins low and increases with time as the magnetic field in the core is established. When the points start to open, the current flowing is already high and the collapsing magnetic field in the core attempts to MAINTAIN a high current flow.

The condenser's electrical characteristics are the opposite of the inductor. When a voltage is applied across the condenser, current will rush into it to establish an electrostatic field.

With no condenser, the considerable energy concentrated at the points at the very instant of opening would generate a molten metal plasma between the points, enabling current to continue to flow between them until the arc extinguishes due to a combination of increasing points gap and reduction in available energy from the coil. During this arcing period the magnetic field in the core of the coil collapses GRADUALLY.

The secondary winding in the coil is a transformer and the voltage produced at the secondary (HT) connection is proportional to the RATE OF CHANGE of the collapsing magnetic field. Arcing at the points negatively affects the requirement for a very sudden collapse of the magnetic field and hence lower than optimal HT voltage.

With the condenser connected into the above circuit, while the points are closed, the condenser is “discharged” while the magnetic field in the coil is being “charged”. At the INSTANT of points opening, the condenser charges, absorbing most of the energy which would have formed the molten metal plasma, until the points gap has increased minutely to the distance that the arc will not start. From this point in the cycle, current will immediately cease to flow in the primary winding and the magnetic field in the coil core will collapse RAPIDLY generating the optimal HT voltage in the secondary winding.

The presence of the condenser in the circuit increases the HT to the spark plugs and prolongs points life. A solid state device in place of the mechanical points switches faster and is generally found to be superior especially when starting the engine from cold and the HT at the spark plugs is a critical factor.

Stephen Rofe

(Our new Canterbury Group Leader - Welcome)

NEW MEMBERS

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

<i>John McCormack</i>	<i>Hamilton</i>	<i>1973 TR6</i>
<i>Brooke & Nicky Richardson</i>	<i>New Plymouth</i>	<i>1972 TR6</i>
<i>Peter Sheldon</i>	<i>Christchurch</i>	<i>1966 TR4A</i>
<i>Michael and Marianne Parks</i>	<i>Tapanui</i>	<i>1968 TR5</i>
<i>Mike and Lynda Franks</i>	<i>Whangarei</i>	<i>1967 TR4A</i>
<i>John Hanson</i>	<i>Kaipoi</i>	<i>1969 TR5</i>
<i>Don Stantiall</i>	<i>Lower Hutt</i>	<i>1966 TR4A</i>

The Registrar Reports...

REGISTRAR REPORT to 31 August 2024

At 6/2024:

TR7 comm. no. ACG10865, rego. TR777 on TradeMe asking \$10,000. Pix on file.

Garaged and regularly used. Just had a new indicator/high beam stalk and new fuse box. Also new aerial and fully wired for a new Bluetooth stereo, new battery and battery wiring also. All by Tasman Auto Electrica (\$1000). I also have new wheel adapters to change the pcd to accept 4x100 wheels, custom made which are still in the box. New brakes (\$2000). I have been the custodian of this TR7 for about 3 years. TR Register member.

TR7 comm. no. TPADJ7AA202994?, rego PX1018 barn find stored for +20 years, for sale ex deceased estate. Pix on file.

'Barn Find' is an often used phrase, but this particular car may well qualify. This TR7 Fixed head Coupe, which appears to be an import to NZ from AUS was parked-up in the garage under the owner's house some 20 years ago and hasn't moved since. The owner has now sadly passed away and his wife is keen to find a new home for the TR7. Her wish is that the car is re-commissioned and put back on the road if at all possible, rather than being cannibalised for parts. To that end the TR7 appears to have it's rego 'on-hold', but anyone wishing to purchase needs to do their own due diligence on this before purchasing. The TR7 is located approx. 10 minutes drive from Greymouth will definitely need to be trailered away. A family friend, Stephen, who has recently viewed the TR7 has agreed to act as initial contact for any interested purchasers.

Stephen Crackett crackrnz@windowlive.com 027 202 0139.

TR6 comm. no. CF13275-U; engine CF13508-UE; rego TBA with new member John McCormack, Hamilton 3210; 021-585-241; Mimosa; 1973. *ex Texas, converted to RHD in UK early 90s; not previously known to Register; no pix.*

TR6 comm. no. CP76512-O; engine CP76489-HE; 1972; rego NKD36; sapphire blue; with returning member Brooke Richardson, New Plymouth 4310; 021-255-6706

Bought from TRGB in 2020; new to Register

TR4A comm. no. CTC70187-O; rego. I TR I; now with new member Mike Franks, Whangarei RD6; 021-687998

Full mechanical and body restoration 1996 – 2001 by Ken Pfeffer

TR5 comm. no CP558-O; rego ATR5OK. Pix on file;

formerly owned by Alan and Norma Parkes, now with their son and new member Michael Parkes, Tapanui RD2;

TR5 comm. no .CP2974; engine CP7854HE; rego. NGR546; blue; with new member John Hanson, Kaiapoi 7630

new to Register; ex UK 1/21

TR4A comm. no. CT59549-O; rego. DM4; cream; with new member Don Stantiall, Eastbourne 5013. Pix on file; dondebstantiall@xtra.co.nz

full body resto. and engine rebuild

At 7/2024:

TR2 comm. no. TS7919-O; rego. FJ4811; ex Graeme Duff ; for sale by auction at Webbs Auckland. estimated value \$75,000 - \$90,000 :**8/24**: no sale at auction, now on TradeMe asking \$65,000. Pix on file.

Completed on 31 August 1955 and delivered new in New Zealand and registered on 16 December, it must have made a wonderful Christmas present for its first owner, Dale Court, scion of the famed Karangahape Road department store George Court. Early registration papers accompany the vehicle, detailing its purchase on 5 November 1993 by the vendor. Thereafter the car underwent an extensive and photographed restoration, transforming it into its current state. Retaining its formative Signal Red colour and Stone leather interior the vehicle comes complete with a full toolkit, red wire wheels, overdrive, fire extinguisher, heater and factory manuals along with some other relevant marque publications including a British Motor Industry Heritage Trust Certificate and Triumph car club Concours d'Elegance records. The odometer currently reads 92,378 miles.

TR2 comm. no.??; rego ??

under resto. with Dave Harrey at 7/24;

TR3A comm. no. ??; rego. ?? ex SI,

under resto. by Norm Holland 7/24;

TR6 comm. no. CR1344-O; rego WS7735; with Gordon Fraser, Hawera.

At 8/2024:

TR3 comm. TS11311; rego. JF8287; enquiry from owner Dave Wright. 0274-735-000
resto. under way.

TR6 comm. no. CR169-O for sale 8/24; trade-in ex Ian Macpherson, to Napier dealer, to Waimak Classics. Pix on file;

TR6 comm. no. CP76229-O rego. GJ5482; ex Andy Lee Nelson now with John Waymouth, Devonport; (his sixth TR). Pix on file;
now a 3-owner car

TR7V8DH comm. no. TCG111524FT; rego 80TR8; yellow; TradeMe 8/24 asking \$20,000. Pix on file; (Mike Lester)

TR7 comm. no. AGC15718; rego. TR77T7 on TradeMe asking \$25,000. Pix on file

Rebuilt engine and carbs, electronic ignition, alloy rad, rebuilt gearbox, drive, brakes, steering and adjustable suspension. All new bushes, lines and pipes. Sound deadening fitted, reupholstered, new carpet and headlining. Four speaker Bluetooth retro look audio. New tyres all aligned. Bare metal respray. New windscreen. She's done 500 miles so will need running in a bit more.

TR6 comm. no. CP52143-O, rego. GBTR6; blue; TradeMe asking \$75,000. Pix on file.

Imported from the UK and complied in 2010. Rimmer suspension and Koni Shocks EFI conversion MegaSquirt MS2 version 3 New engine mounts. New Diff mounts and seals CV rear drive shaft [Moss part TKC 853C underfelt V] New cross drilled front disc rotors New Carpets and upholstery, cockpit lined with DynaMat and new Stainless Steel exhaust [Moss part Tourist Trophy B602115] Exhaust Manifold stripped/recoated by High Performance Coatings [AKL] New Alternator Soft top framework stripped, and powder coated New Borg & Beck clutch plate, pressure plate and thrust bearing [Moss kit HK966s] New Tires Fibreglass transmission tunnel New Seats [Moss SAA6221a] Emergency bonnet release Screw on oil filter New seat belts and anchor points

Kevin

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>



Or perhaps as supercharger – even cooler!

<https://youtu.be/oLZpfIMD4-M?si=fV-SYvTeUXevRCF7>

TRansactions

TRansactions

For Sale

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
Pair of 2X SU H6 Carb jet assemblies bought new and unused Moss Part AUC 8185	\$40
Original front Coil spring 9 ¾" (No longer available) plus 2 Aluminium spacers and 2 new collars -Moss 100751 plus 1 broken spring if wanted. Photos available. I have uprated my front suspension so surplus.	\$45

Photos available, birdsall@xtra.co.nz

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. **\$2,700 ono**

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

New parts for sale. Ordered in error :(or weren't used during the recent restoration of our 1971 PI TR6

ITEM	RIMMER PART NO	RIMMER NZD EX VAT & FRT
1 only GAZ front shock absorber	GSA272GAZ	\$140.48 (\$280.47 A PR)
1 only TR2/4 rear LH shock absorber	202389	\$278.89
2 x TR4A-6 rear shock arms	GZA806	\$24.98 each
1 x Horn push	150277(earth spring out of line)	\$78.05
1 x Throttle Cable (Carb)	149005	\$23.52
2 x Guide springs door check.	603344	\$22.68 (pr)
1 x Washer jet and bush kit	LU54704807	\$70.76
1 x Washer hose kit. (T 2 nd hand)	GWW411K	\$10.20
2 x Tail light lens gaskets	518040	\$11.24 (pr)
1 x Gear box mount CR/CF	160118	\$92.62
1 x Gear box mount to chassis CR/CF	218275	\$139.34
1 x Gearbox boot upper	709328	\$14.46
1 x Weather strip clip kit	613849	\$19.46
14 x Weather strip clips	GHF1582	\$1.46 each
1 x J Overdrive harness OD. to clm.	UKC345	\$28.31
1 x Brake master cyl seal kit	5173325	\$25.39
2 x Door striker shims handle gsks	BBH3412	\$5.24ea
20 x Seat diaphragm hooks	6122261	\$1.02ea
1 Decal set white (old stock)	(TR6 and pin stripe)	Offers

Any reasonable offer accepted. Freight purchasers care.

Nevelle Ridd 0277249222 or nev.chris.ridd@gmail.com

TRansactions

TRansactions

WANTED

Early TR2 4"x15" 40 spoke wire wheel in good condition for use as the spare.

Frank Cleary 0274393146

2 x Steady post for TR3A



Moss # 505349. 5/16 UNF thread
As used on TR3A 10" Girling rear
brakes TS15332- TS56378.

Laurie McDonald, 021 260 1227,
lr.aj.mcdonald@gmail.com

TR4A used door glass part number 750135. (Left and right are the same)

Russell Taylor 021 511 511



