

TRansmission



#183 June 2020

Official Magazine of TR Register of NZ



A lone TR, but with some pretty good British colleagues.



TR number 3 for Colin Deaker. Colin: you can't have too many, Jo: Yeah Right.

TRAnsmiSSion

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FRONT COVER

**Auckland team joined
Auckland Triumph Car Club
at
Caffeine and Classics**

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.

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



2019 / 2020 NATIONAL COMMITTEE

President/Spares*

Ian Harris 0275487122 TR6
spares@trregister.co.nz

Vice-President/ Auckland Group Leader

Steve Martin 0273342063 TR6

Archivist/Concours/International

Frank Cleary 0274393146 TR4/TR6/TR8/Dove

Treasurer

Bruce Baillie 021479763 TR6

Secretary/Membership

Alisdair Keucke 0274804226 TR6

TRansmission Editor

Stephen Higgs 0274782246 TR4/TR8
editor@trregister.co.nz

Compliance

David Snelling 021417383 TR8

Webmaster

Ian Ramage 021571700 TR6
Stephanie Booth 0274744601 TR6
webmaster@trregister.co.nz

Committee

Bruce Stewart 021714473 TR4

Support outside committee: New Member Packs

TBA

MotorSport

Peter Mence (09)483-6424 TR2/TR6/TR7/TR7V8

Registrar

Kevin Tinkler 0210672365 TR4

Technicalities

Ken Pfeffer 0220641628 TR3/3A/4A/5/6

GROUP LEADERS

AUCKLAND

Steve Martin
0273342063 TR6
auckland@trregister.co.nz

WAIKATO

Peter Parker
02777107635 TR4
waikato@trregister.co.nz

BAY OF PLENTY

Michael Thornman
0274742626 TR3A
bop@trregister.co.nz

HAWKE'S BAY

Graeme & Joy Thomas
0224001367 TR2
hawkesbay@trregister.co.nz

WHANGANUI / TARANAKI

Ken Pfeffer
0220641628 TR3,3A,4A,5,6
whanganui@trregister.co.nz

WELLINGTON / MANAWATU

Johnathan Petterson
0211247950 TR3A
wellington@trregister.co.nz

NELSON / MARLBOROUGH

Bill Rogers
(03)5735507 TR3A
nelson@trregister.co.nz

CANTERBURY

Mike & Carole Lester
0275531955 TR8/TR4A
christchurch@trregister.co.nz

OTAGO / DEEP SOUTH

Trevor & Jane Payton
(03)473-7791 TR4
deepsouth@trregister.co.nz

TRanSport

Well, we seem to have come through this Covid crisis amazingly well. Now for the recovery...

The New Order will certainly focus us on all the wonderful attributes that these fair islands have to offer. So with limited opportunity to take an overseas holiday, the best option is to enjoy TR motoring in NZ. Speaking of which – have you registered for the 2021 National Weekend in Nelson yet? If not, why not?

The lock-down provided a lot of us with many opportunities to test technology to communicate with family and friends and the Committee were no different. Our first attempt at a Zoom committee meeting was very successful and enabled us to participate regardless of where we were hunkering down.

Your committee are not totally Auckland based, with members residing in Dunedin, Central Otago, Bay of Plenty, as well as Auckland (central, south and north). While Zoom might not be the new normal, it does provide a superb platform enabling more shared ideas than normally achieved with our previous face-to-face meetings. (I have no doubt in the future we will find a way of utilising Zoom for our out-of-town committee members even when we do have face-to-face meetings.)

The lock-down also tested our ability to deliver TRansmission electronically to as many members as possible. The Editorial team did a great job of producing a bumper edition and getting it up on the website early, so almost all members could view it. I know it was not the same as having the paper version, but it showed that a soft copy is still a valid delivery method. We are aware that not all members got the email notification, so if you missed out please contact Alisdair Keucke info@trregister.co.nz to confirm your email address is current in our database.

I must say it was good to get out for a Pub Night at the beginning of June and last weekend to the first Caffeine & Classics in Auckland for several months. Plenty of like-minded classic car aficionados at a well-supported event. It looked like there had been plenty of fettling and polishing going on during the lock down.

I have been made aware of a number of our members who were essential service providers, particularly in the Health sector, and who worked long-hours to manage us through this crisis. We thank you unreservedly.

Let's enjoy our re-found freedom, but stay safe.

Ian H. President

EDITORIAL TEAM

Welcome to this bumper edition of TRansmission, your magazine.

We had concerns that the Covid lockdown would mean there wasn't much material for the edition, but thanks to the Group Leaders encouraging members and members responding enthusiastically, this is one of our largest editions ever.

More importantly, there's a huge variety of content - the usual group runs, technical advice, car restoration articles, member snippets, and much more.

In fact, there was so much provided that we've had to hold some of it back for members enjoyment in the September issue.

Thanks to all who contributed.

The Editorial Team would like to congratulate Trevor Hynds on his life membership of the Register. See Page 20 for details from our President.

Nationals 2021 draws nearer at a rate of knots. This issue has detail about the event and the After-Tour and a registration form is with this magazine. Act now!

Speaking of 2021, we have enjoyed pulling together the annual calendar for members over many years. There are variable views among members on the merits and cost of the calendar, so the decision has been made to offer the 2021 calendar on a "user-pays" basis. The Editorial Team thinks this is the fairest way to manage the calendar from 2021 onwards.

As a starting point, we are asking that if you are likely to be interested (subject to cost which will depend on how many copies are ordered) please drop a simple email to us at editor@trregister.co.nz, with "Calendar" in the subject line and a "yes". If you want to make any other suggestions, please do. That response will enable us to obtain some pricing and let you know the detail in the September issue of TRansmission.

Well done to the Auckland team for enjoying two front covers in a row. But c'mon the rest of NZ, keep the classy TR photos (2MB minimum) coming so it doesn't become three.....There's a free bottle of Central Otago Pinot Noir (delivered at Nationals) for the best Winter TR photo.

Enjoy the rest of Winter with your cars and TR friends. The Spring edition is up next in September.

Stephen, Trevor, & Brian

Contact us at: editor@trregister.co.nz or 0274782246

Waikato Wanderings



The annual run to Raglan for the great kiwi icon of fish 'n' chips rolled around and thankfully we were out of lockdown, allowing us to head over the deviation toward the fabulous black sands on the West Coast. We had planned the run a week prior, however the weather put an end to those plans so a backup date was organised and we cracked it with a stunning winter's day full of sunshine and yes, a blimmen freezing wind but hey, you cannot have it all.

We collectively decided to make it a midweek run to avoid the crowds at the famous Raglan wharf for our chippies, that proved to be a good decision. It was about 11am when we arrived and only had to share the covered space with a few other customers allowing plenty of room for the 12 who could join in on the outing.

For those who haven't ventured over to the Raglan wharf, let me fill you in; as well as the fish and chip shop that faces directly over the wharf to the boats bobbling around in the harbour and hopeful fishermen casting off the wharf, there is a fabulous leather craft shop selling the most exquisitely crafted hand bags, sandals, belts and all other things leather. They also have a wonderful selection of merino/ possum fur products which are just the ticket when you arrive unprepared to the wharf.

The tide was in when we arrived so it made the usual wander along the seas edge impossible this time, however the full ocean was a real treat.

It was sooo cold in the wind though so be warned. Either go prepared to open your wallet to purchase something warm in the leather shop or remember to throw your thickest, warmest coat in the back for just in case. Oh yes, and a woolly hat although both of those items would have been on your person if you were like Peter and I and decided to cruise over with the roof off...actually Kevin and Elizabeth took up the challenge as well as Steve and Tim and Trish so yahoo for winter madness. Those who chose to go with the lid on had very good reasons which was testament to how versatile the TR is. I mean to say, very few moderns offer that choice.

The gold medal award for being most prepared for fish and chips at the beach would have to go to Trish Seddon who not only came prepared with tomato sauce but also had slices of lemon, tartare sauce and seasonings...what a champion and obviously seasoned chippie monster. Well done Trish, lead



the way!

Peter and I had other commitments so headed straight back to Kaipaki leaving the rest of the group to enjoy the shops and galleries Raglan had to offer.

The other occasion we gathered was at the Redoubt Bar in Te Awamutu for our first get together since breaking out of lockdown. There was a wonderful turnout, 16 I seem to remember. The quality of the meals was excellent as was the venue for getting together, exchanging lockdown experiences and reconnecting after what seemed like months.

Roll on the next opportunity to get the dust covers off the cars and assemble once again to enjoy the company of this great collection of hearty souls.

Cheers and here's to TR friendship and experiences.

Diane and Peter Parker

Seemingly, enjoying themselves....





Deep South Group

We have just about made it, it's certainly been a different life style to what we are used to.

Like the rest of NZ there certainly has not been a great deal going on down here in the Deep South. All we have been able to do is keep in touch and hope the lock down would not go on for too long.

It was great to catch up with Stephen (The Editor) the other day out and about in his TR8, even if he did try and remove the front valence going over a gutter crossing. That is one of the problems getting back into TRing, you have forgotten all those little tricks that were second nature pre lock down. (Ed - a fair bit of artistic license in this story. I just scraped the number plate, but like any good writers Trevor and Jane have blown it out of all proportion!).

Things are starting to crank up now. We have our first monthly dinner since March taking place on the 2nd of July and we are all looking forward to getting back together again and sharing our Covid stories plus, hopefully, some others of a more varied nature.

It's great to receive information from groups looking to hold car shows later in the year and our own members are having a look at the calendar again with thoughts of organising runs of our own.

From all of us here in the Deep South, take care and be nice to each other.

Jane and Trevor

Bay of Plenty Travellers

Ed - due to editor incompetence, Michael's contribution to the March edition of TRansmission was "misfiled" and didn't go to print. Sorry Michael and readers. The good news is that you can now look back and enjoy.....

MARCH REPORT

In January and March we held our Club nights at The Raft Cafe in Tauranga to get together and plan our runs.

Slightly predating our January meeting we did have a run to Rotorua for the Rotorua Car Show Day, which turned out a fine day with a good overall turn out, so we were fortunate to park in some shade.

February saw a few TR'S along with a few other Triumph models supporting 'Brits at the Beach' in Whangamata in mostly fine weather. It was nice to see Peter Seaton's old white TR3 join us at this event, now living in Pauanui, a clever 'painted' picture of which is the December month in this year's TR calendar.



'Brits at the Beach' in Whangamata

Our planned 'Breakfast Run & Shed Raid' planned for April 5th is looking a bit doubtful with the present Covid –19 Pandemic. We are hoping to go ahead with this event if we have enough 'under 70's' and the National restrictions at the time allow.

Take care – stay virus free !

JUNE REPORT

After no action during the lockdown we were pleased to have our evening meet in June.

The normal venue, 'The Raft' , is still closed in the evenings, so we moved to 'Jack Dusty's Ale House', a kilometre down the road in Otumoetai. A pleasant evening and catch up was had, and our July run arranged for Sunday 27th.

This will be our 'Breakfast Run' to Te Aroha, at the Ironique Cafe, and then on to Morrinsville to visit Dick Marshall's car collection of classic cars, We are hoping for a good turn out and fine day,

It will be great to 'get back into it' again, and I am sure all our other branches will feel the same!

Cheers

Michael

TRivivia



When bartenders find new jobs after all the bars close down



Hawkes Bay Happenings...

Like most of you there really haven't been any happenings. And now we are allowed to get out and about, the weather has been WET – good for the farmers though who have suffered an ongoing drought.

An amazing time has passed since the last Transmission and I am sure there have been many tasks undertaken that were put in the 'too hard basket' or 'haven't got time'. I managed to get my garage tidied up with able guidance from Joy and everything now has a home – not on the workbench. Of course I always knew where things were in the organised chaos – I think that is a bloke thing.

Talking with people now, it is amazing how many in 'our age group' who were still working have decided to take the plunge and fully retire. More time to do the things you want to do not HAVE to do!

One fortnightly task was to start up the TR and run it for a while occasionally pressing the brake and clutch pedals to make sure the hydraulics didn't seize up. I would check the thermostat had opened before switching off and putting the cover back on.

Watching TV3's Sunday Motorsport whiled away a couple of hours, but I was a little over the virtual racing – nothing like the real thing. It was great to see the presenter Shaun Summerfield with his TR6 in the background during the lockdown. It appeared to be a very smart car.

A couple of owners have been working on their cars, Bruce Hislop is making progress on his TR7. The painting is almost complete, carpets fitted, brakes overhauled, then the engine to be sorted. Paul Stichbury and Colin Grant have been working on David Mackersey's TR6. Started as an injection system sort out, but lots of other problems found (as you do) so engine, gearbox and overdrive all overhauled and the car is running sweetly. Maybe a story about this from David next time.

Ian MacPherson is apparently looking out for a TR and we look forward to Ian and Elizabeth rejoining the fold with a TR, however lovely to have them along regardless of TR ownership.

Enjoy the winter, haven't much option as there is no escaping to hot climates this year.

I have included a couple of photos from the National Weekend in Napier (warmer times).

Happy TRing

Graeme & Joy





TR REGISTER NZ Inc. NATIONAL WEEKEND

Nelson, 2021

Thursday 25th February - Sunday 28th February

"TRIUMPHS AT TRAFALGAR"

National Weekend 2021 is looming ever closer. Organisers, Bill Rogers & Avril Miles, Jon & Cheryl Harrey, Alan & Ann Blackie and the Top O' The South Group, are keenly anticipating your company. Let's get together and celebrate Triumphs at Trafalgar.

Below is an outline of the weekend's programme. Please be aware that in the midst of our planning, Covid-19 hove over the horizon, blowing with it a storm of lockdowns, shutdowns, and mayhem. It disrupted our progress. Arguably Nelson's premier attraction, the World Of Wearable Arts And Classic Car Museum, closed its doors. While it will likely remain shut for 12 to 18 months, we're hopeful of negotiating a visit. There are hurdles to overcome, and we are faced with exploring alternative attractions. Some activities may need re-working, but the programme will be fleshed out with lots of things to see and do.

We will advise the finishing touches later but the end result will fit within the framework established below. You will have an opportunity to explore Nelson, the city named after Lord Nelson, the famed Admiral renowned for his naval skirmishes and victories at Trafalgar. You will be encouraged to explore the highly regarded Nelson Saturday Market, where you will be able to track down arts and crafts. And coffee shops. And we will whisk you out of town where the scenery is delightful and only a brief drive away.

And at the conclusion of NW2021, the after-tour casts off. There'll be a hearty welcome, so join the Top O' The South crew as we team up with Alan and Ann Blackie. They'll be at the helm, leading Lord Nelson's voyage of discovery. There'll be West Coast vistas and East Coast vistas, mountain passes and alpine villages. Treasures at every turn. **(See 'Coast to Coast' After-Tour' programme elsewhere in this issue.)**



THE NATIONAL WEEKEND PROGRAMME

THURSDAY 25th February 2021

Registration, 5.00 p.m. - 7.00 p.m.
Beachside Conference Centre
70 Beach Road
Tahunanui

Finger food provided. Drinks at own cost.

FRIDAY 26th February 2021

9.00 a.m.
Concours – **“TRIUMPHS AT TRAFALGAR”**
Trafalgar Centre,
Paru Paru Road
Nelson City

Morning, free time to explore Nelson City shops, cafe's, etc.

(other options will be advised)

Lunch at own cost.

Afternoon, sightseeing drive.... (time and route will be advised)

Dinner, barbecue, Beachside Conference Centre, Tahunanui. Cost included in registration fee.

SATURDAY 27th February 2021

Morning, free time. An opportunity to visit the famed Nelson Saturday Market. Lunch at own cost – an opportunity to sample the edible delights from the Market. Or maybe explore Founders Heritage Park, or take in sights in and around Nelson city. (other options will be advised)

Afternoon, sightseeing drive, and maybe packed lunch provided.
(to be confirmed)

Evening, dinner and awards presentation at the Trafalgar Centre. Transport will be provided. Costs included in registration fee

Dress theme... Nautical

SUNDAY 28th February 2021

Morning, Group Leaders' meeting, followed by Forum.

Farewell Lunch / brunch. (venue and time will be advised)

Cost included in registration fee.

1.00 p.m.(approx) NW2021 concludes. Cars leave for home / after-tour briefing

REBIRTH OF A UNIQUE TR2

TR2 TS767-SPO - Registration No CQ4361

Back in 2013 Kevin Tinkler wrote articles of three factory built replicas of the Jabbeke record breaking car that ran just under 125mph over the measured mile although with a number of modifications to reduce wind resistance including the driver sitting on the floor!! Not bad for a 2 litre engine back in the day.

We know that two of the three speed models as they were known were shipped to New Zealand, but without going to a lot of detail here take a look at Kevin Tinkler's articles of the New Zealand Speed Models TS612 & TS 767 in Transmission editions April 2013 and September 2013 both of which can be read on the TR Register NZ website, just click on the TRansmission tab.

It was Bill Piggott that unearthed these builds from Triumph records while carrying out his various ongoing research.

We acquired TS767 in a rather dilapidated state (we blame Kevin Tinkler) and it only survived in that form because the previous owner had the presence of mind to store it undercover for 40 years. Not so however the owners before him. The damage had been done as it clearly had been what can only be described as raced, rallied, rolled and written off. There were even the remnants of a go faster racing stripe on the boot. The chassis was badly accident damaged and showed signs of either rally or hill climb competition use, many parts were missing and the tin worm had played its part extensively. A restoration plan was prepared and once the remnants were assessed the next three years were spent collecting both new and used spares before work could start. The TR Register Australia was extremely helpful in assisting sourcing many of the parts needed including an early TR2 engine which was useful as we didn't have one. At least two large crates were shipped across the Tasman and from other sources including the USA, England and Germany and members here in New Zealand.

Researching early TR2 pre TS1000 cars is interesting as many features differed from the later cars. We felt that we should do our best to restore the car back to its period as much as possible always relying on enthusiasts from here, overseas and google of course. Did you know for instance that the very early TR2 bonnet hinges differ in size to the later cars and there is only one supplier. The early square rear tail lights are completely different also, and not available in TR form. The thermostat housing is unique and has not been available until now although I had to register interest in the limited production run quite some time back. And so it goes on, it's been quite a learning journey and we have made many new acquaintances along the way.

Enter Malcolm Devereux who had acquired a TR2 and was looking to undertake its restoration. We were impressed with a couple of younger guys who were specialists in bodywork restoration and had recently formed their own company. The idea was that with two cars in the workshop measurements and references might be obtained from one or other as work progressed. This worked well with all the foundation work done to both cars in parallel. There came a time when it was agreed that Malcolm's car would be advanced over TS767 given that we had a couple of drivers in the garage. Malcolm continued on and painted the TR himself, reassembled it and drove it to the Greymouth nationals in 2019 from Auckland. And back I might add, a fine achievement.

The work on TS767 chassis has been extensive with the front end rebuilt including unpicking, repairing and reassembling the turrets, an exacting undertaking. No part of the bodywork has been left untouched, where practical original metal has been retained and I believe the car is straighter and the gaps more even than when it left the factory. I don't think the painter will need to use an ounce of filler in the preparation given the extent of hammering and filing the guys have undertaken. Certainly a very professional representation of the bodywork guy's craft, I continue to be amazed at how they can work metal.

We are almost at the point of the major bodywork completion, the gearbox/overdrive and Lockheed diff are rebuilt, all the running gear, brakes and suspension has been done and I am working on restoring the many smaller components at present. However, there is still a long way to go as yet.

The TR is to be painted and trimmed in its original colours of black with blackberry trim and hood so it will look stunning. We still are missing a few bits so if anyone should have any TR2/3 components they think may assist the restoration please contact us, in particular we are after the bottom rail of a windscreen frame, the right hand hood pivot bracket (part No 602025), the capping along the rear of the cockpit, usually aluminium and a bonnet prop rod (part No 602096).

Most importantly we have not made any headway with trying to establish its provenance between 1954 and 1970 so if anybody has access to either motor club or hill climb records from that period or knew of it in the Sports Car World yard in Auckland we would love to hear from you.

Anne & Frank Cleary

1. Heading to Auckland
2. Front quarter in progress
3. Chassis rebuild

4. We considered a ute option!
5. Massive work to get here
6. Extensive rear end work complete





Top O' The South

THE TOP O' THE SOUTH REPORT

National Weekend 2021

It's been a quarter out of the ordinary this last period. Covid-19 lockdown kept us in isolation for the most part. And at other times a concentration on National Weekend planning restricted driving and social opportunities. Nevertheless, setbacks and sacrifices aside, there had been a lot of scurrying about behind the scenes – NW2021 is taking shape. Jon was busy arranging Nelson events, things to see and do, accommodation and venues. Alan and Ann took to the road, scoping the after-tour. Much of our critical planning is now complete.

In this edition of TRansmission you'll find the NW2021 programme. Also a paper outlining the after-tour, plus the National Weekend registration form and participation rules. Registrations are now open. For those journeying to Nelson, and in the parlance of yesteryear, it's time to put pen to paper. We have Jon and Cheryl at home awaiting your enrolment.

Top O' The South Cars

Winter, for the most part, is a time for maintenance, an opportunity to tackle those jobs necessary to keep our Triumphs looking smart and running well. With Covid lockdown confining people to home, several Top Of The South cars received an extra dose of care and attention.

Nathan Jones had his TR4A into the bodyshop, a small cosmetic undertaking to be attended to.

My 3A was treated to a fresh supply of gearbox and diff oil, and a new gearbox drain plug fitted, the old plug having been brutalised by a previous heavy-handed owner. And the car wears a new tonneau cover. Its manufacture interrupted by the lockdown, but the cover's now finished and fitted.

Liam Taylor has his GT6 laid up while a suspected fuel injection issue is sorted. And in September the GT6 is due for some serious work. We'll welcome it back to the group after a major mechanical re-build and a bare metal respray. It will be a treat worth waiting to see.

A long lunch on a short day.

The shortest day of the year seemed an occasion worth marking, and what better way than a celebratory run. Confined to home since mid March, cabin fever was rife. New-found freedoms, the shackles of the lockdown removed, presented the opportunity to get back on the road. I'd hit on Sunday, June 21st. The Top O' The South group would head to the Rai Valley Tavern, we'd seize the ability to drive beyond our borders and we'd toast the shortest day with a long lunch.

I had harboured concerns as to whether I'd get any takers. Organisers of a mid



winter nude swim in Lake Rotoiti were enthusiastically promoting their event. The dates clashed. I feared my group would head to the lake and mid winter frolicking, minus swimming attire and laying bare their assets to Jack Frost. My fears were ill founded - the Top O' The South group is a model of decorum. We embraced the Rai Valley Tavern, relishing its warmth, and enjoying the hospitality, the mid winter nude dip never in serious contention.

The turn-out was enthusiastic. Ten of us from Nelson / Marlborough made the trip. Alan Blackie, Jon & Cheryl Harrey, Dave North, Leon & Varley Broadbridge, and Avril & I all turned up. And we accorded a special welcome to new members Liam Taylor and Reshmi Prasad. It was good to have them arrive and share the camaraderie of the group.

We were also honoured to have had the company of southern neighbours, Canterbury group members Glenn and Susan Wilcock. They'd been visiting the Nelson region and stopped off on their homeward run down SH6, spending a couple of hours with us, enjoying a bite to eat and the opportunity of socialising with the Top O The South. A great way of reinforcing the bonds between our two groups. Thanks Susan and Glenn.

So all in all, a successful winter's outing. Well overdue to be sure. A pleasant drive, a long lunch on the shortest day, and very agreeable company --- a winning combination.



Omaka Wings and Wheels

On 28th June The Omaka Aviation Heritage Centre held a free event. It was pitched as a celebration to mark the end of the lockdown and an encouragement to draw the public back outdoors.

After a couple of weeks of wet weather, and a morning of early rain and low cloud, the weather cleared. A large crowd rolled up and enjoyed the marriage of classic wings and classic wheels. Old bi-planes, Yak fighters, a very rare Avro Anson bomber, the gloriously sounding Harvard, and many more, all providing a treat in the skies. And on the ground the large assortment of classic cars commanded attention.

My TR3A claimed its fair share, with a number of interested folk stopping to talk. Mine was the only Triumph (Ed - see photo on inside front cover). No stable-mates on this outing. Alone....yes, alone. Lonely.....nope, not lonely. I had the companionship of the Triumph Register flag. It flew proudly alongside, proclaiming our spot in the line-up.

So that accounts for all that's happened over the last quarter. Excuse us now while we re-focus on NW2021.

Cheers from the Top O The South,

Bill





"COAST to COAST to COAST"

THE 2021 AFTER -TOUR

AFTER – TOUR OUTLINE and ACCOMMODATION OPTIONS.

After-Tour Day 1: Sunday 28 February 2021

Travel to Westport for 2 nights.

Accommodation suggestions Westport (28th Feb and 1 March)
Chelsea Gateway Motor Lodge www.chelseagateway.co.nz 0800 66 00 33
Buller Court Motel stay@bullercourtmotor.co.nz 0800 832 432 (undercover
car storage).
Bella Vista Motel 0800 235 528

We have arranged a group dinner together on Sunday night

After-Tour Day 2: Monday 1 March 2021

Day trip to Karamea with a visit to a collection

After-Tour Day 3: Tuesday 2 March 2021

Travel to Hanmer Springs via Reefton. We plan to visit the
Reefton Distilling Co. en route.

Accommodation suggestions Hanmer Springs
Hanmer Springs Settlers Motel info@settlershanmer.co.nz 0800 587 873
Alpine Lodge Motel reservations@alpinelodgemotel.co.nz 0800 99 33 77
(plenty of other options also, Settlers more up market, Alpine Lodge (family motel)
has some under cover parking, you need to specify when booking).
Remember your togs if you want to relax in the hot pools!

After-Tour Day 4: Wednesday 3 March 2021

Travel to Kaikoura via Leader Road and Kaikoura Coast Road.

Accommodation suggestions Kaikoura
Wide variation here: Esplanade suggestions (town centre)
Anchor Inn info@anchorinn.co.nz 03 319 5426
The White Morph 03 319 5014 (a Heritage Hotel)
Sierra Beachfront Motel sierrabeachfrontmotel@gmail.com 03 319 5622 (family
motel)
Main Road suggestion (Many options)
Bella Vista bvkaikoura@xtra.co.nz 033197959

Your option to travel north or south from here!

Regards,

Alan and Ann Blackie,

After Tour leaders

Trevor Hynds - Life Membership

It not every day that we are able to award a Life Membership, and it was with great pleasure that we were able to award one in February to our outgoing Treasurer of 25 years.

Trevor Hynds has been a longstanding Register member and involved with Committee for more years than he cares to admit. In his role as Treasurer, Trevor held tight fiscal reins and through prudent management of our funds steered the Register to the stable financial position we enjoy today.

Trevor and Jocelyn are stalwarts of the National Weekend and have hardly missed an event. So it was planned to present Trevor his Life Membership at NW 2020 in Masterton.....but this year they were not able to attend. A few furtive phone calls were made to where Trevor occasionally works and a plan was hatched.

Steve Martin and I were able to surprise Trevor at his office on the Tuesday before NW 2020. And by wonderful coincidence, Jocelyn had joined him for the day. So it was with great pleasure Steve and I could present Trevor his Life Membership with Jocelyn by his side.

Trevor, our sincere thanks to you for all your help to and support of the TR Register over the past 25+ years.

Best Wishes on behalf of all TR Register Members.

Ian H. President



CONCOURS @ NATIONALS 2021

One of the tenets of the TR Register is the preservation of the marque. This can be interpreted in many ways as the interests of individual members are varied and can include restoration, racing, modifying or just plain enjoying keeping the TR roadworthy and driving it. The Concours competition run by the club at each National Weekend is an opportunity for members to enter their cars into a class that best suits their TR and we would like to encourage you to enter.



If you visit the website tech support page hit the "Concours Rules and info" button you can read about the competition, classes, judging notes and marking sheets. The competition is open to all members and the framework comprises a standard and modified class for each TR model, the winners of each comprise the Masters Class the following year. This is to avoid the same TR winning each year. The majority of TRs are entered into these classes.

Those of you who are justly proud of your TR but don't consider that it merits entry in the Concours classes, we encourage you to enter in the Pride of Ownership class. We are reviewing the Pride class at present to not only create more interest but result in a more level playing field for entrants.

A clean TR is a common theme in all competition categories. We know some can travel many days and having to clean the car instead of socialising with a beer after the journey is very tempting. The main purpose of holding the Concours on the Friday morning is to allow members to socialise for the rest of the weekend so getting it over and done with on arrival - tick the box.

Marked judging sheets are available to entrants to assist them improve their cars and are available from the Concours manager. We encourage you to do this as it can be very valuable. Judges are also available to provide direct feedback should you wish. You have only to ask.

We are here to help guide you on which class to enter and if in doubt we suggest you make contact with your group leader or contact Frank Cleary on 0274393146.

Your support and entry will ensure the success of the Nelson Concours.

A new TR6 joins the fold - Colin Deaker

“Like all good projects, it takes time.”

Ten years has now passed and the yellow beauty is finally all but finished...

It all started with a friend telling me he saw a TR6, all in pieces, for sale on Trademe.

After a phone call and a quick trip up to Hilderthorpe in North Otago I found a genuine “barn find”! It was covered in bird droppings and, yes, completely stripped down.

The person I bought it from assured me all the parts were inside the car (yeah right!). It turned out the previous owner started the project in England, then shipped it out to New Zealand. To save on freight, he cut the hard-top roof in half! He also said he was able to drive it into the garage - I don't think so!

Blissfully unaware, we agreed on a price and onto a trailer it went.

There was a lot of back and forth with the previous owner to find the keys - a sign of things to come...

Back at the workshop I emptied everything out of the car to find many parts, some key ones, were missing.

One of the things that wasn't in the car was the pedal box, which proved to be hard to replace, and the pressure plate had half the fingers missing. Ok, time to move on....

The TR6's body was stripped, repanelled and the gaps corrected. Then off to the paint shop.

Things moved quickly with parts ordered through Rimmers arriving quickly. The motor was rebuilt with new clutch pressure plates, bushes, suspension and brakes all around. Putting everything together didn't take very long. The dash was sanded back, relaminated, stained and cleaned to perfection. It was worth the time put in because a good dash in the TR6 looks great. It gives the car a sense of quality.

Unfortunately, that was it for a while and work got busy and life went on...

The Big Push (Seven years later)

Time spun around and suddenly it hit me - What? Has it been that long! And still not finished. Time to get cracking! New fuel and brake lines were shaped and fitted, then off to see my favourite mechanic.

Mike loves a challenge and “old school are the best” so he said.

He fitted a new fuel pump and retimed the metering unit. The wiring was checked and leaks fixed. Finally, it burst into life. What a happy (and relieved) moment!

The car was then booked in to be certified and flew through. New carpets and trims were fitted along with new soft and tonneau tops.

The shake down run was to the Nuggets lighthouse down in the Catlins. A perfect day with blue skies, the top down, great company and pretty good ice creams at Kaka Point, too! It was all worthwhile. The next outing was to the Best of British Run, where we discovered we had a friendly car which toots its horn randomly, when turning. It certainly turns heads!

Oh well, that's another job to do now.

And Jo says it had better not take another 10 years...

Early stages

Fresh paint

**Possible
Targa top ??**

**Finished
Product !!**



Canterbury Tales...



Greeting fellow **TR**-oupers and gentlefolk!, certainly an interesting couple of months, who would have believed it eh, but our team of five million have done the trick and things are beginning to get back to normal and long may it last. I think were all eager to get back on the road and give our girls an airing, I know all the group leaders are keen on getting rubber on the road, I know we are!.

March – Pre Lockdown run to Arthurs Pass

An early start for the **TR**-oupers, we decided to meet at the Highway Café, in Springfield and being such a cold day we only expected a couple of cars to turn up, but in true **TR**-oupers style, a whole gaggle of TRs slowly appeared. There must have been around 15 of us, who must have been keen, as the weather ahead looked pretty gloomy, but after lots of catching up and a hearty breakfast, it was time for “Gentlemen Start your Engines”. Well although the road ahead looked decidedly gloomy, in the



spirit of the true **TR**-oupers we are, we bravely made our way through the gloom to Arthurs Pass but to all of our surprises it turned into a magnificent day, A huge thank you to Val & Lyn Scott for opening up their Bach to us, great picnic, great friends, great location and all in all what a brilliant day that was.

March – Lockdown - Meal Cancelled



April – Lockdown

I think the picture sent by Glenn Wilcock, sums it up for April,



What we got up to in May...

Not a lot to be honest, we felt there were too many restrictions to organise a club event, so we left it to the creative **TR**-oupers to organise their own drive, a couple of us took a much deserved drive to Gore Bay, it was the first weekend of Level 2 so every man and his dog was out on the road, but nevertheless, it was brilliant day, picnic lunch and the weather was superb.

We did organise another "Zoom" dinner meet on and a big thank you for those that attended, makes it all worth the effort



Mike's Mumbblings

TR HISTORY

With not much going on at the moment I thought I'd give you a bid of Self Isolation reading material. I do apologise if some of the information is incorrect and if you know better please let me know.

TR-X

The Triumph TR-X, also known as the "Bullet" was the first Triumph car to use the TR designation. It was first shown to the public at the Paris Auto Show in late 1950. Envisioned as a personal luxury car, it had envelope styling with aluminium body panels, spats over the rear wheels, electro-hydraulically operated seats, windows, and top, onboard hydraulic jacks, electrically-operated hidden headlights, and a power radio aerial. The TR-X used the Standard Vanguard's frame and engine, the Triumph Renown's suspension, Laycock de Normanville electrically operated overdrive, and a 94 inch wheelbase. The top speed was estimated as 90 mph (140 km/h)



The TR-X was discontinued after three prototypes had been built. Some of the electro-hydraulic systems broke down during a demonstration of a TR-X to Princess Margaret, Countess of Snowdon. Standard could not develop and manufacture a car that complicated and still sell it at a profit. The car would also not have been competitive against the Jaguar XK120. Fisher and Ludlow and Mulliners both refused to build bodies for the TR-X, and negotiations with Italian firms Carrozzeria Touring and Pininfarina also failed. Material shortages caused by the Korean War ended attempts to manufacture the TR-X. Two of the prototypes were sold; it was reported in 2011 that these still existed.

20TS

The 20TS was built using existing components: its engine came from the Standard Vanguard, its suspension from the Triumph Mayflower, and its chassis from the Standard 8 hp, itself based on the pre-war Standard Flying Nine. The body was designed to be built economically, with no panels requiring double-action presswork.



Economy of design was considered vital, as the company did not expect high sales figures and had targeted a price of £500 before sales tax. The rear of the car was short and curved and had the spare tyre bolted to it.

To get an opinion of the car's performance and handling at speed, Standard-Triumph chairman Sir John Black invited BRM development engineer and test driver Ken Richardson to drive it.[6] Richardson had a low opinion of the 20TS's performance and

handling, describing it as a "death-trap" with poor handling and a top speed of 80 mph (129 km/h),[3] short of Black's target of 90 mph (145 km/h):

Frankly, I think it's the most bloody awful car I've ever driven.

— Ken Richardson, BRM test driver, to Sir John Black, chairman of Standard-Triumph

TR2

The Triumph TR2 (Triumph 2 litre sports) was built between 1953 and 1955 by the Standard Motor Company in the United Kingdom, during which time 8,636 cars were produced. The DVLA revealed in 2002 that only 517 examples of this car remain on UK roads.

The car used a twin SU carburetor version of the 1991 cc four cylinder Standard Vanguard engine tuned to increase its output to 90 bhp (67 kW).

The body was mounted on a substantial separate chassis with coil-sprung independent suspension at the front and a leaf spring live axle at the rear. Either wire or disc wheels could be supplied. The standard transmission was a four speed manual unit but overdrive was available on top gear as an option. Lockheed drum brakes were fitted all round.

A car with overdrive tested by The Motor magazine in 1954 had a top speed of 107.3 mph (172.7 km/h) and could accelerate from 0-60 mph (97 km/h) in 12.0 seconds. A fuel consumption of 34.5 miles per imperial gallon (8.19 L/100 km; 28.7 mpg-US) was recorded. The test car cost £900 including taxes. The overdrive option had added £56 to the total.

They also commented that it was the lowest price British car to be able to exceed 100 mph (160 km/h).



TR3

The Triumph TR3 was built between 1955 and 1957 by Standard-Triumph in the United Kingdom, during which time 13,377 cars were produced, of which 1286 were sold within the UK while the rest were exported mainly to the USA. As of 2002 there were only 893 registered TR3/3a's on UK roads.



Although the car was usually supplied as an open two seater, an occasional rear seat and bolt on steel hard top were available as extras.

The car was powered by a 1991 cc straight-4 OHV engine which initially produced 95 bhp (71 kW; 96 PS) increasing to 100 bhp at 5000 rpm. The four speed manual transmission could be supplemented by an overdrive unit on the top three ratios electrically operated and controlled by a switch on the dash. In 1956 the front brakes changed from drum to disc becoming the first British series production car to be so fitted.

In 1957, it was replaced by an updated version, the TR3A.

TR3A

The TR3A was a minor update from the TR3. The updates included the new wide front grill, exterior door handles, lockable boot handle and came with a full tool kit as standard (this was an option on the TR3).



The total production run of the TR3A was 58,236. This makes it the third best selling TR after the TR6 and TR7. It is estimated that only 9,500 of the original 58,000 built survive in the world today.

Ed - more (subsequent models) to follow next edition of TRansmission.

In the meantime an interesting experience from Steve King on his TR6

A word to you all about trying to keep everyone safe.

Well as mentioned in the Deep South report in the last magazine, I took the TR6 to Dunedin from Christchurch for the best of British Motoring Day. A fantastic weekend and some great roads on the Sunday morning finishing up in Portobello was just the icing on the cake. Early afternoon I headed back to Christchurch, cruising along very pleasantly. Being in the roading industry I always look at road conditions as I drive. After crossing the Rakaia bridge I noticed there seemed to be bump steer developing on the TR.

Whenever I hit a bump on the left-hand side, the car would track very slightly to the right. Nothing though when the right-hand side hit a bump. The bushes in the rear trailing arms are the only suspension bushes that haven't been replaced in the last 14 months so I planned to check them the following weekend. Then as I was nearing home and the bump steer was getting more noticeable, I realised the steering wheel had rotated a few degrees to the right when driving straight ahead, Hmmm. Thankfully home was just around the corner and in the garage it went.



Finally next weekend I decided to give a thorough check over. Once upon a time I was a mechanic and certainly don't mind getting stuck in. First thing was a quick visual of the steering rack, tie rods and mounts as they were all brand new 14 months ago. Wof was only 2 months old with no advisories and sure enough everything looked perfect, however when I got up on the left side I noticed the front wheel had more camber than it should. Quick check on the right hand wheel confirms a problem.

Jack it up, axle stands under and wheel off reveals instantly the horrific problem. The upper wishbone chassis mounting plate had come away along a weld and then around the shock tower and was flexing with the suspension. You can see the cracking on the inner wing where the wishbone mounting bolts were working against it. I pulled the top wishbone off to see if I had done something wrong when fitting new bushes but it was perfect. Clearly it had cracked and with my "spirited" driving the previous Sunday morning had deteriorated rather quickly. Checking the right hand side thoroughly reveals no problem at all.

Thankfully I know a very professional welder from my time in engineering management and he confirms my thoughts. A very poor factory weld along the corner has weakened to the point it started to fail. He can fix it properly, not necessarily easily but properly which is what I need. Extra strengthening will also be added.



So from now on, before every WOF the car will be on axle stands, one end at a time and chassis inspected. I'm a great believer in Murphy's Law so if I do that every six months and never find another problem I will be quite happy.

I hope this helps. Turns out a few TR6's have had similar issues on the left hand side overseas. I wonder if they were all around the same time in the factory. Maybe that best of British worker needs a boot up the backside!

Regards

[Steve King](#) (happy to help if anyone has questions, 0275845454)

Mike & Carole Lester

City of Sails Area Report

Greetings to the Faithful, the Keepers of the Marquee, I hope you are all well and enjoying life's pleasures! I'm going to relate a little story of Three Sisters, April, May and June now April and May were home bodies never venturing far from their dwelling with maybe the odd walk now and then, whereas June liked nothing better than to be 'Out and About' and did so with some fervour!

Such was the case in the Auckland Group this quarter, with Covid-19 restricting all during the Lockdown of our country in late March, April and May, and I congratulate each and every one of you that followed the directions of our leaders and stayed close to home, Social Distancing the new buzz word for all!

June saw the shackles come off and we breathed a huge sigh of relief, rediscovering some of those things that we were all perhaps guilty of taking for granted. Straight out of the blocks we had our Pub Night at the Good Home in Mt Eden. See the photo on the inside rear cover - do these people look a little happy? Damn Straight!

Missing from the photo but present our President and VP, one taking the photo. (Sorry Ian)

It was a great pleasure to be able sit down with these wonderful people and talk about something other than Covid-19, and many subjects were shared. With none able to get out and about in their little British Roadsters, talk quickly turned to the possibility of a run, and indeed one was arranged for that weekend!

So it was that at 8:30am Sunday 7th 7 Triumph Roadsters met for coffee before heading off on an adventure into the Waikato.



Kemps, McSherrys, Greenmans and Martins, Malcolm Frazer, Baillies and Booths



From the Café at Drury it was down SH1 using the newly completed Huntly Bypass, to the Hamilton Classic Car Museum where we met up with a brace of Hamilton Group members in TR4, TR7V8 and a rather special E Type Jaguar (Nissan Diesel powered) for a chat then a coffee and a view of the vast variety of cars and memorabilia within the museum. What a treat with something inside for every taste. Different fuel company memorabilia from various eras the theme to one side, mixed in with a wonderful collection of marque bonnet and radiator ornaments, diecast models, a veteran garage and workshop diorama made the mind boggle. Pedal cars, miniature cars and the full-sized classic cars.

Maybe this will be on the list of things to visit during NW2022?

After this we made the trip west to Raglan where we shopped at Tony Sly Pottery on the Wharfe, followed up with Fish and Chips at Raglan Fish. With trawlers tied up adjacent to the store fresh fish was a highlight, while those who had seafood chowder praised the abundance of all the ingredients. YUM! We are so fortunate in our little slice of paradise to be able to enjoy such pleasures.

A fuel stop, then it was off back North on SH22, a road full of back country charm. An excellent day out (if I do say so myself) by the time Linda and I reached home an easy 250 odd miles were added to the clock. Take that Covid!

The last Sunday of the month saw the first Caffiene & Classics staged since February and we took the opportunity to once again get the little Brit Roadsters out of the garage, this time joining with the Auckland Triumph Car Club to meet and convoy in together to the venue at Smales Farm, next to SH1 this time on the Northern side of the bridge. With 21 Triumphs between us we made quite a sight cruising along from Takapuna to the venue, then



parking on two unbroken lines ATCC on one side, TR Register the other.

Clear Blue Sky hiding the fact we had been enjoying a night of rain (yay!) evidenced by the odd puddle on the ground, some roofs up, and plenty of jackets and jumpers being worn.

Grant Oxenbridge's TR6 was enjoying its first outing in 17 years, and Grant enjoyed the occasion, a smile rarely off his face. Outstanding! Grant a very brave man bringing his untried car out on a wet and greasy day, shod in Aquajet radials all round, it added nicely to the line up of Auckland Group TR6's and TR7FHC on display, boosting the tally of colours in the bunch.

We were ever aware of the risk of rain during the 3½ hours our cars were on display, and showers joined us at regular intervals.

Some 400 odd cars, trucks and motorcycles attended, most in pristine order but driven regularly, and as reward there were plenty of people enjoying the spectacle. Not far from us, a lone TR4A was parked and we will be chasing the owner to join us in the Register, watch this space.

These 7 TR6's the most prolific single model on display on the day drew plenty of admirers from the public, and other owners, and looked right at home among the much larger American muscle cars. A Colourful collection Hell Yes!



As more bad weather threatened our loosely planned run to a Café for lunch was abandoned, however Murray Booth and I did have a scenic drive through Coatesville and Riverhead to the Riverhead Tavern for Pilsener and Fries which was so nice we easily accounted for a second pilsener. A good day out!

Plenty of TR's being sold still across the country, with some nice cars on Trademe as this report heads off to our Editor to process. We do try to catch up with the new owners and encourage them to join us at the Register and appreciate any information the members can share regarding sale of their or other cars. I'm going to sign off with this cheeky little version of a trailer recently seen on the internet (see page 9 TRivia).

Remember: "It's Never Far in a TR"

Steve Martin

Wellington Wafflings...

Well here we are, out the other side of lockdown and hopefully all back to something resembling normal.

I don't know about other regions, but by the time the government decided it was OK to move to level two the Wellington team were all suffering severe TR withdrawal symptoms. This made it very easy to organise an end of lockdown run. All we had to do was name a place and all the usual suspects appeared, in their TRs even!

So it was that nine TRs rolled up to the Petone wharf on a rather grey Sunday afternoon towards the end of May. The original plan (if one could call it a plan) was to then cruise around the Eastern bays of Wellington harbour and find a cup of coffee. It seemed, however, that everyone else in Wellington had much the same idea, resulting in the predictable gridlock.

A quick meeting of the executive committee, at a suitable social distance of course, determined that actually, it would probably be a better idea to go in the opposite direction to everybody else. Accordingly, we headed into central Wellington and reconvened at the Bordeaux Bakery café in Thorndon, where there was plenty of parking outside and plenty of well heated space inside.

This still being level two, we weren't able to all sit around one table, but that didn't prevent us from having a very enjoyable catch up. The afternoon ended with the usual disturbance of the peace as a bunch of noisy old sports cars started up and departed in various directions.

Someday Those Who Know Best will discover that we are all having far too much fun and put a stop to this sort of thing. Until that happens, however, I hope that you are all using every opportunity to enjoy both your TRs and the company of your friends.

Johnathan

Coming Events

Our regular pub evenings on the last Wednesday of each month have resumed. The venue is moveable, and local members will receive advice by email. Or contact Jonathan on 021 124 7950.

The Registrar Reports...

At 5/2020:

TR3 Comm. No. TS16049, engine TS56739E, Rego HE4380 with new member Grant McKinlay, Wanganui *My sister Carol has owned this car for 40 years and it was her first car that she purchased. It has been parked for approx the last 25 years and fortunately it has been garaged. I have talked her into getting it back on the road again as she has great memories when driving it .Has TR3A front.*

At 5/2020:

TR6 comm. No. CP52145-O engine MG778708E, rego MPM709 (was JONZTR)

With new member Gus Fahy, Christchurch. Hard/soft tops, red.

John Lee was the previous owner and had been an active member of the Auckland chapter. . I picked it up and drove it down to ChCh on16-17 December in the rain. Great drive (even in the rain!). It didn't miss a beat despite not having had much use in the last 4 or 5 years:-)

At 5/2020:

TR3 comm. No. TS 23621-L??, engine no.TS23923E, rego 1TR3, wire wheels, overdrive. White, With new member David Schellinger, 326 Coatesville Riverhead Highway, Albany 0793. 021-356-354, dave.schellinger@xtra.co.nz

At 5/2020:

TR6 comm. No. CR5780-O, engine CR3670HE, rego 74TR6 was HF9012, emerald green (was French Blue) with new owner Brendan (and wife Terry) Lamain, Albany

Had body off restoration 5 years ago, little use since.Notes: Paint reacted at restoration; needs repaint. Drives well. Lots of small fun jobs to do to bring it up to top condition. I have the original registration papers that cover, from new, 1974 -1988.

At 5/2020:

TR6 comm. No. CR169-O rego DAM35 TradeMe \$51,500. Pix on file.

At 5/2020:

TR6 comm. No. CR2721-O rego. GY3253, magenta, with new member Mark Oliver 021404240, nzl.oliver@gmail.com

I have owned this car since 1981 Tidy condition, maintained, but not restored. The car has been off the road, with rego on hold, for most of the last 20 years Sorry, no recent photo. I am still working on getting her ready for a WOF.

At 6/2020:

TR3 comm. No. CT21287-O rego LM3 TradeMe for \$69,990 at Winger Maserati Newmarket.

"NEW ZEALAND NEW. This car has been beautifully restored a few years ago but is very tight and clean with lovely light patena. Lovely driving character very tight and comfortable. an appreciating investment."

At 6/2020:

TR3 comm.no. TS10399-O engine TS10605E rego CS6818 now with Peter Seaton Tauranga.. *Ex Gideon deLatour, who had owned it for 45 years.*

At 6/2020:

TR6 comm.no. CP52857 rego KL6 now with new member Ian Curd.. Ex Keith Lane TRNZ President late 70s.. *lan says: "my first resto project."*

At 6/2020:

TR8 comm. No TPVDV8AT214074, rego MIJAZZ, with new member Brett Shadbolt, Canterbury - ex Keith Allott, ex Bernard Egan.

At 6/2020:

TR6 comm.no. CP77345 on TradeMe at \$43,250. Car in Nelson.

Full restoration on the body. Interior trim fully replaced new. 4 new tyres. New canvas soft-top. New Zealand new, purchased from Baths Car Court, Invercargill 1973. Present owner purchased in Auckland and drove it down to Nelson where it presently lives. Rego on hold. Current owner has owned for 12 years, genuine reason for sale. May need some attention to injectors as hasn't been going for 18 months. (in storage)

Kevin

"Tech" bits and pieces

The Humble O-Ring

Most people including staff at Engineering Supplies Companies do not know the humble O'ring is known all over the world by its own series of simple numbers representing agreed dimensions. Of course there are several series as well as many different material types within each series.

The most common O'ring is made of a material called "Nitrile" and is inexpensive. A much better all round material for arduous automotive applications is called "Viton" and can be as much as 5 times more expensive than Nitrile. However the Viton O'ring can be much more effective than a Nitrile one in many applications especially where petrochemicals are concerned. E.g. Hot oils and NZ petrol.

You need an O'ring? What do you ask for? Remember for our Triumph cars we use Imperial sizes so will mainly only refer to these.

An O'ring has three dimensions.

1. Firstly the cross section (CS) or wall thickness, basically this will measure :

1/16 nominally .070ins./1.78mm

3/32 " .103ins/2.62mm

1/8 " .139ins/3.53mm

These 3 sizes are very common.

2. The second dimension, is the inside diameter (ID) of the O-ring or the groove it fits into. In the very small sizes, this can be in increments as little as 1/32 progressing rapidly to increments of 1/16 and then 1/8 for the larger diameters.

3. The third and last dimension is the outside diameter (OD) or housing that the O-ring comes in contact with.

4. If you have two of the above dimensions you can work out the third.

O-ring numbers could have a suppliers prefix. e.g. Blackwoods/Paykel ARP 008, Seal House, OR 008 for Injector O rings. The number 008 is the key not the prefix.

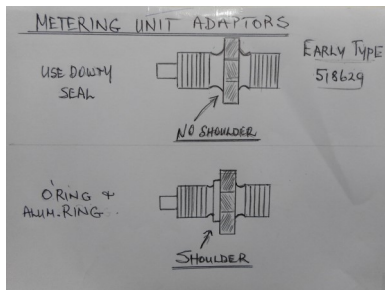
O-rings may also be available in different materials. E.g. 008 N70. Nitrile. water, oil, grease 008 V75. Viton. Petrochemicals.(OK with Ethanol fuels) or 008 EPR. Suitable for brake fluid.

Some of the more accessible O-rings to change on your TR 5-6 if you have a fuel leak are:-

Injector insulator	115V75	Fuel outlet/metering outlet	014V75
Fuel Inlet/ Metering unit	017V75	banjo outlet/metering unit	112V75
Metering unit to Pedestal	130V75	Lucas fuel pump to motor	135V75

PS early P I metering units as originally fitted to TR 5's and early TR 6's use Dowty rings on the fuel outlet and inlet adaptors instead of O'rings. 1/4 BSP Dowty for the outlets and 3/8 BSP on the inlet adaptors.

Thanks to John Parker, Tauranga, for portions of this article.



Cork Gaskets.

When cork gaskets are stored for any length of time they often shrink to the point where they will no longer fit. Soak them in HOT water until they swell enough to fit the required job.

Steering.

If you are having a little vagueness in your TR 2-3A steering try the Revington 'Slack Limiting Top plate on the Steering Box. part no. RTR3075R. A suggestion is to also fit, at the same time, new silent bloc and pins x 2 and check the idler lever for wear. Having done mine, I found it gave me a more positive feeling.

Ken Pfeffer

VALVE CLATTER AND VALVE CLEARANCE SETTINGS

I have recently had a problem with an engine valve clearance noise on my TR6. For a while I could adjust the valve clearance and then it would only be a short period of time before the characteristic clatter of excessive valve clearance would appear. The period between carrying out the adjustment and the noise reappearing would get shorter till the correct clearance could be set but valve clearance clatter would still be present. At this stage the noise could be isolated to number 2 cylinder exhaust valve and certainly needed to be investigated.

When I was an apprentice I had it drummed into me that you never stripped down a component till you knew what had failed as you run the risk of not being able to find the problem when it is apart. In this situation the first item to inspect would be the cam follower but it is not so easy to remove as the head restricts the follower from being withdrawn. To eliminate the valve train as a possible source of the noise I exchanged the pushrod and rocker for number 2 intake valve and the noise remained with the exhaust valve, I was running out of options and had to break the golden rule and remove the head to inspect the follower and camshaft.

With the cylinder head off I was able to remove and inspect the suspect follower and could see the characteristic pitting of the hard surfacing that indicates a worn cam follower. With the follower in this state there was little hope that the camshaft would have survived so I removed the camshaft. As expected the cam lobe was in a bad way, when inspected the radius of the lobe was not worn, this section is where the valve adjustment would take place so the correct adjustment could be carried out but the ramp area and peak was badly worn, this is the area that would be causing the clatter.



To side track here with the camshaft out and cleaned up, I found 2 stamp markings on the end face "KC F16". I had suspected that this engine did not have an original cam shaft fitted and felt it was time for a visit to Kelford Cams, a Christchurch company that specializes in camshafts and exports a lot of product to the USA and other countries. Once I had found the right person, Josh, who immediately recognized it as a Triumph cam and confirmed that F16 was one of their old grinds and a good "fast road grind" As I am not carrying out a major overhaul we decided it would be best to stay with the F16 profile as it would not change any of the geometry of the valve train plus a more aggressive profile would only make the car difficult to drive on the road.

With the new camshaft fitted I was able to set the timing using a degree wheel with the

specifications on the cam card supplied by Kelford's to suit their grind. I will not go into a lot of detail but basically the degree wheel is set to the engine TDC and the inlet valve opening is set to the degrees specified on the cam card. If you want a closer look at the process in more detail there is an excellent description on the Kelford Cams web site. With the engine assembled and running I am very pleased with the performance.



I believe the main thing to learn from this is that the valve clearance can be set correctly when in a static position, but if a cam lobe is wearing the wear is not in the position where the adjustment is set and valve clearance clatter will persist and if left a major failure could take place.

Now a plug for Kelford Cams. I found these guys very helpful and for the cost of purchasing a standard camshaft from Rimmers or Moss and then having the modified grind carried out by Kelford, there was very little difference in the price and purchasing a "fast road" camshaft from the UK. However you have the advantage of selecting your own profile with a local grind. Another interesting point, the standard camshaft I supplied via Rimmers was recognized by Kelford's as coming from the same manufacture they use in Hungary to import their blank camshafts from. I have included their web site, have a look there is a lot of interesting information www.kelfordcams.com

I have to say Kelford Cams are not the only supplier in New Zealand and there are other very good camshaft machine shops around.

Dave Tong

TR7 Water Pump Encounter

Early this year I noticed a dribble of coolant from the rectangular orifice in the engine block which indicated a leaking water pump seal.

Research unveiled that a new pump assembly would be \$400 dollars more expensive than the rebuild kit, and removing and replacing which-ever option could be the hardest part of the whole operation.

I spent some time on the internet with Google and YouTube and found everything anyone could possibly need to know to complete either job with some small details omitted (or I didn't see them) so will elaborate on some of those.

You'll need a 13mm 1/4" drive on a long extension to reach one of the manifold bolts. Obviously needs a new inlet manifold gasket and O ring. There's also the Link Tube at the front end vertically down into the engine block which has two O-rings (TRS2024).



I'm a fan of Threaded Rod for making tools where appropriate. The Rebuild Kit included a Left Hand threaded screw so the old one could be welded to an 8mm nut, then the threaded rod inserted into this and welded, to be the basis for either a slide hammer or a puller.

If (when) the brass cage stays in the block, an extractor plate must be made. The picture shows the idea and the critical dimensions are 38mm x 20mm max. I used two 3mm screws (with no heads) protruding to centre the plate in the hole in the brass cage, equidistant from ends of the plate, 26mm between outside of pins. Used 6mm threaded rod and nuts with this as base for a puller.

All the above is necessary even if using a new pump body. If using a rebuild kit you will need to trim the impellor seal surface until the corrosion is removed. The cast boss was not centered on the hole on my unit so I used the pump shaft and LH screw to centre the impellor in the lathe. It took my mate Johann about 10 minutes to set it all up and turn enough material off. I removed the shaft, then polished the seal surface using fine emery cloth on the end of my finger with concentric motion for a couple of minutes. That is probably the most critical part of a rebuild , the rest is finding appropriate bits of tube to use in various pressing operations. For me, rebuilding the pump turned out to be the easiest part of the whole job (and also saved \$400).



Stephen Rolfe

Other bits and pieces

During lockdown I watched an old Antiques celebrity roadshow and the contestants had no idea what they were driving. A 1965 one-off Triumph Fury monocoque body styled similar to Spitfire, with modified 6cyl 2000 engine, McPherson strut front suspension, TR4A gearbox, and IRS. It is privately owned but did belong to a classic car rental company that unfortunately shut its doors in 2019.



Bruce Hislop

Shortly before the lockdown Jon & Cheryl Harrey's son David was married in his home town of Nelson. The bride hailed from Yorkshire and a large contingent of family and friends made the trip out to NZ for the nuptials. The bride and groom chose Jon's TR4 for their bridal car, arriving at the reception venue in true British style, much to the pleasure of the awaiting crowd.



Jon Harrey

THE TRIUMPH TR HISTORY

I have read a lot about the history of the Triumph TR range over recent years, having fulfilled a childhood dream buying a bucket seated, twin carburettor, torneau covered, wood rim spoked steering wheel British sports car in the form of a 1960 Triumph TR3A some 10 years ago.

Most people, even fellow TR owners and Wikipedia suggest that the first production car in the series was the TR2, and its predecessor was the TR-X or Bullet, a concept car of which 3 prototypes were built and displayed in late 1950. Wikipedia only talks about the TR range being in production from 1953 (TR2) – 1981 (TR8).

It had seemed strange to me that there wasn't a TR1 or something similar before TR2. There was another concept car – a 20TS (which some dubbed the TR1) of which only one example was ever built and displayed in 1952.

It wasn't until 2018 when I purchased a beautifully restored 1948 Triumph

Roadster that I learnt the real history of the TR. Reflecting back now – it is a fairly obvious leap – Triumph Roadster equals TR. 2501 Roadsters (Model designation 18TR) were built between 1946-1948, and following this the Triumph Roadster 2000 which was produced from late 1948 to 1949 and had a model designation TRA.



My Roadster purchase opened a window, not only on TR history, but also answered some questions I had about the Jaguar history. I had never understood why there were no pre WWII Jaguars, other than the SS. The SS Jaguar was produced from 1935-1940 by a company formerly known as Swallow Sidecars, who had expanded to become a coachbuilder making sports cars. Engines were provided by the Standard Motor Company. So SS was the make, and Jaguar was the model – SS Jaguar 90 and SS Jaguar 100. After WWII “SS” was no longer an appropriate name for a British car manufacturer, so Jaguar moved from being the model to being the brand.

In 1939 the Triumph company had gone into receivership and was bought by a scrap company. The Triumph factory at Holbrook was then completely destroyed by bombing during WWII. In 1944 the Triumph company was bought by the Standard Motor Company. Sir John Black of Standard had a dispute with William Lyons, the Jaguar founder. Black had advised Lyons they would no longer build or supply the six cylinder engines for the Jaguar. The dispute escalated over an agreement by Standard to sell the design and tooling of the engines to Jaguar, but later reneging on the deal. The end result was that Black bought the Triumph brand to build a sports car to compete with the Jaguar of Lyons. Hence the Triumph Roadster was born. With a shortage of steel following the war, the body of the Roadster was mainly built of aluminium, formed by rubber presses that the Standard company had used to form fuselage panels for the largely wooden bodied Mosquito bombers of WWII.

The Roadster's body design was widely criticised – and talk of two designers involved who obviously didn't talk to each other much – and it was joked that one had designed the rear of the car and the other the front. "A plump Christmas turkey to set against that dainty peacock" or "more of a Toadster than a Roadster".

The front had large separate headlamps and the radiator was well back from the front between large "coal scuttle" wings. Passenger accommodation was on a bench seat that was claimed to seat three: the car's 64 inch width helped make a reality of the three-abreast seating, and the approach meant a column gear change was required. The car's unusual width also made it necessary to fit three screen wipers in a row, an example followed by early shallow windscreen Jaguar E Types. Additional room for two is provided at the rear in a dickey seat with its own folding windscreen. The Roadster was the last production car with a dickey seat.

On test in 1947 top speed was found to be 75 mph (121 km/h) and 0–60 mph (0–96 km/h) took 34.4 seconds. Evidently keen to be positive without misleading their readers, the magazine described the maximum speed as "satisfying but not startlingly high".

So, to me anyway, the Triumph Roadster of which I own #2197 of the 2501 built – is the original of the TR series. A triumph of British engineering!

Brent Esler



Spare a Thought

As I write this, the 2020 Spares and Indent order has been picked and packed at Moss UK and will wend its way here over the next 6-8 weeks.

It appears that we might have missed notifying a few members about Indent cut-off dates with the last Magazine being an on-line version and the follow-up email using the same email list. If you did not get either email, please contact Alisdair Keucke info@trregister.co.nz to confirm your email address is current in our database.

As happens running up to the time of re-ordering spares, a few items that we normally carry end up being “out-of-stock”. I apologise if you had been caught out by this, but relief is on the way.

As you are aware, our spares range, and the cost of holding and providing same, is part of our ongoing cost review. There are a number of suggestions and proposals that have been put forward to the Committee on how we might “improve” the spares service to you all. A committee sub-group (Ooops, I feel bureaucracy creeping in!) are taking a close look at all suggestion and options, in order to make a recommendation on any changes. The ultimate goal is to ensure the best possible service to Members that provides a reasonable parts price to members and a reasonable return to the Register. I will keep you posted.

No special offers this time round.....

Stay safe and happy fettling.

Ian.



TRansactions

TRansactions



TR6 For Sale

1971 Triumph TR6 Red with soft top and detachable black hard top.

Number plate (REDTR6).

Wire wheels , black trim and walnut dash.

150 bhp (CP 52474HE) with Lucas fuel injection.

The car has always been professionally serviced and recently been tuned with new spark plugs, timing adjustment etc.

Receipts are available.

Car has current WOF and registration.

Odometer reads 17972 though records are somewhat inconsistent due to five digit reading.

Family selling due to the death of the owner who cherished it for 28 years.

Priced to sell at \$32,000 .

Contact 09 4786637.

TR4 Parts

Sump

Gearbox Housing (crack in weld)

Starter Motor/Generator/Voltage Regulator

Water pump pulleys and housing

Rocker cover and shaft assembly

Clutch, bearings, plate

Various other small leftover parts

Free to a good home

Contact: Mark

mic2310@xtra.co.nz

TR7 Alloy Wheels

1 set of alloy aftermarket wheels to fit TR7.

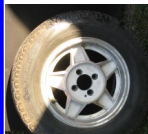
13" fitted with 185/ 70/ 13 tyres.

\$100

I also have some diff parts available

Email: marde@internet.co.nz

Derek Atkinson
(TR7 V8 convertible)



TRansactions

TRansactions



1976 Triumph TR7 V8

First registered in NZ 1980.
Engine swap to 3.5V8
in 1986
(by Morris Turner, Auckland).

Owned by Barbara Henricksen,
TR Register life member
from 1985 to 1990
and sold to present owner
who participated in
classic racing events
until early 2000's.

Car has been used as a
road car since then.

Still in very good condition
but requires a
sympathetic enthusiast to
further enjoy ownership.

Contact Paul Reynolds
0275 730003
or further information.

TR 4 Hood bows.

On behalf.
For particulars, contact

Ken Pfeiffer 06 3485508
or email pfefshoes@xtra.co.nz.

WANTED

Parts for TR2-3A

2 black side screens
Black vinyl hood
Hood frame
4x 2 Ear wheel spinners

PHONE
Peter Seaton

0274915566

SPACE FOR HIRE

*NO CHARGE FOR
MEMBERS*

*SELL, BUY, SWAP,
SHARE*

Let us know if you want to run
an advert in TRansactions.

Just email editor@trregister.co.nz

Adverts tend to run 2 or 3 times,
then we give new adverts an
opportunity.

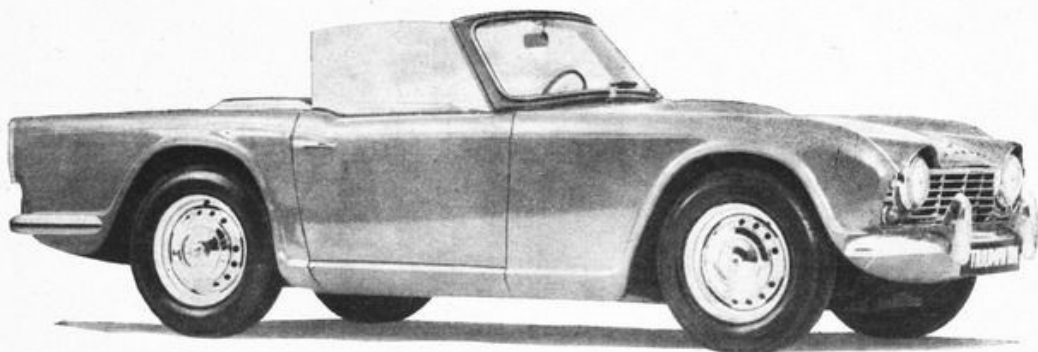
But if you still have items that
we've advertised before and you
want to advertise them again,
just yell.

Freedom (from lockdown) at last....Auckland team



Waikato Fish 'n Chip run

First
victory
for the
TRIUMPH
TR4



GOLD MEDAL

INSTITUTE OF BRITISH CARRIAGE AND AUTOMOBILE
MANUFACTURERS COACHWORK COMPETITION, 1961

Open sports coachwork not exceeding £850, excluding p.t.

Gold Medal—Triumph TR4

ALSO :

Convertible coachwork not exceeding £1,350, excluding p.t.

Bronze Medal—Triumph Herald 1200 Convertible.

Utility coachwork not exceeding £1,500, excluding p.t.

Vanguard Luxury Six Estate Car

STANDARD



TRIUMPH

A member of the Leyland Motors Group