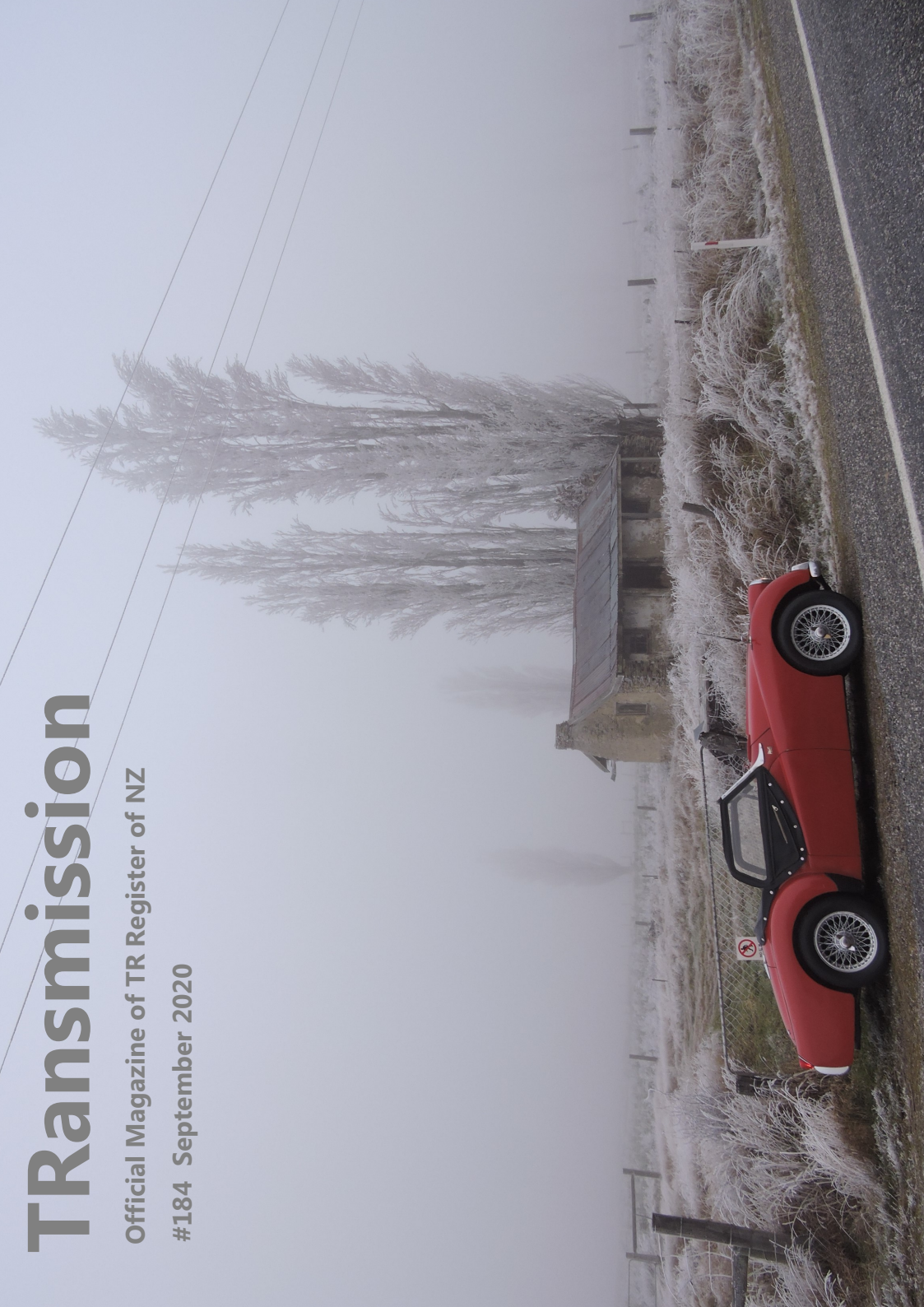


TRansmission

Official Magazine of TR Register of NZ

#184 September 2020





Bay of Plenty group shot at Dick Marshall's



Deep South Group at the Bottom Pub in Naseby. Minus 5 degrees and beautiful!

TRAnsmiSSion

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FRONT COVER

The winning Winter photo (we know it's Spring!) - Laurie McDonalds TR in beautiful, cold, Central Otago.

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

I am sitting at my desk, pondering at all that has transpired over the last 3 months and how quickly the time seems to have passed, even though winter days and Covid Level changes have somewhat limited getting out and about. Personally, my 6 has not left the shed for the past 3 months, but a few other factors have contributed to that.

I am aware of a flurry of activity among members who took the lockdown opportunity to progress rebuilds or just to apply a little TLC to their beloved vehicles. It's always pleasing to hear that our chosen Marque is being actively preserved. It is very likely there will be a few 'new' TR's being proudly displayed by their owner over the summer months....and perhaps at the National Weekend !

Talking of which....it is our full intention to run the NW2021 in Nelson next February/March as planned. Bill Rogers and his team have worked hard to put an amazing itinerary together and there is additional information elsewhere in this edition of TRansmission. I encourage you to register asap if you have any intention of attending. Sure there are questions in members' minds about the potential impact of Covid. We will do our very best to ensure your well-being and we have plans in place to cover most eventualities – should they happen. Fingers crossed that they don't. See you there ??

The AGM is due to be held in Auckland on November 10th, you should have received formal notification by the time you read this. Apart from the Members Forum at the National weekend, this is one of the few opportunities members have to question their Committee on how the register is run. If you are able, please come and have your say. It's usually less than an hour long and will be followed by Auckland Club night.

Take care out there.

Regards.

Ian H. President

EDITORIAL TEAM

TALK

We hope you are all safe and well and enjoyed the first month of Spring.

In the South, we've had it all weather-wise - overnight lows in the 20s and daytime highs not much above zero. For that reason, we thought that putting the winning Winter photo on the front cover was fine in those circumstances! Well done Laurie McDonald on the spectacular photo and the car top down - we'll get your bottle of Central Otago Pinot to you.

Covid continues to impact on all our lives, more so our Auckland colleagues, with runs and events cancelled as some of the group reports tell us.

Nationals remains on. President Ian has reported on that in TRanSport on Page 3 and there's some more detail on Page 16.

This edition of TRansmission has reports and articles from a wide variety of members and on a variety of topics, so again thanks all of you who have sent in material. Keep it coming.

Sadly, that includes two obituaries of dedicated members of the Register, Brent Cameron from Top O' the South and Ashley Southgate from the Deep South Group. Our thoughts are with their families and friends.

In the last edition we mentioned the shift to a "user-pays" calendar for 2021 if there's enough interest and we asked you to give us an indication if you were keen. So far, it would seem that there's very little interest. That's fine, but in case you've simply "not got around to it" advising your interest, there's a last chance to do so by emailing a brief message to us at editor@trregister.co.nz.

As you know, we usually publish an old TR advert on the back cover and try to mix them up between different TR models and different countries. It was great to receive an email from the TR Register in Ireland who were delighted to have been provided a genuine old Irish advert. We asked if they were happy that we ran it here in TRansmission NZ, and they were very keen.

There's a bit of background which is set out in the email below from their Register Secretary.

Our club was delighted to receive this original locally produced advert from Standard Triumph (Eire) Limited for their TR3 model.

Dated 1957 this advert was one of a series of locally produced adverts for the CKD TR2, TR3, TR3A and TR4 models.

All Standard and Triumph motor vehicles including TRs were assembled from CKD kits supplied from Coventry thus avoiding high import duties on FBU private cars.

The Dublin S.T. plant also assembled Rover cars, Peugeot 304 and 404 models plus Reliant commercial vans.

Upholstery, tyres, glass, paint etc were manufactured locally in Ireland for all manufacturers motor assembly plants including S.T.

This rare TR3 advert which we had not seen before was recently sent to our club by Myles O'Reilly who is the President of The Irish Veteran & Vintage Car Club.

In his day job Myles provides our club members with our classic car insurance. Thank you Myles.

Happy TR-ing,

*PaTRick MacMahon,
Secretary,
TR Register Ireland.*

Isn't it cool that the international world of TR enthusiasts keeps in touch and shares in this way.

Enjoy your TRs and good TR fellowship in the run up to Christmas. It'll be here sooner than you think !!

Cheers

Stephen, Trevor, & Brian

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



Top O' The South

THE TOP O' THE SOUTH REPORT

My goodness, what a sad report I have penned. The loss of a club-mate, the cancellation of much anticipated car shows, and lost opportunities, made for a disappointing quarter. You'd be excused for skipping this account but for a couple of rays of sunshine towards the end.

OBITUARY- Brent Cameron 24th May 1955 - 25th July 2020

Sadly, our Top O' The South mate, and longstanding TR Register member, (TR4A and Swallow Doretti) Brent, passed away peacefully on 25th July. The news came unexpectedly. Although seriously ill, only three or four weeks earlier we'd stopped for a roadside chat together. Me in my TR3A, and Brent out driving and enjoying his immaculately restored Mk 2 Jag.

Brent received his terminal diagnosis a number of months earlier but, an inspiration to many, he crammed a huge amount into the time he had left. Highways and wide open spaces beckoned, and he responded, driving endlessly the North Island and the South, cruising the Bay of Islands, and attending various car shows. And in the final days, as he was talking with a club-mate, he put his arm out and motioned, commenting that he was switching off the key. A little over a day later, Brent passed away.

Leon, George, Avril and I attended his service, our Triumphs and various other classics, paraded in his honour. There was a massive turnout. Folk arrived from all corners of the country, and such were the numbers, many couldn't get into the venue. They remained queued outside, straining to catch the words of the grieving.

Brent's launch lay berthed alongside. A lone piper played as his casket was loaded on board, and with family at the helm, was taken on a final lap of the 'Sounds. A fitting goodbye to the waters he knew so well - - to the waters on which he plied his marine broker trade - - to the waters on which he enjoyed many leisurely hours.



To those of you who sent messages of sympathy, thank you, they were well received and appreciated. To Helen, and to Brent's family, we extended our condolences.

Rest in Peace, Brent.

OF CAR SHOWS, AND NO SHOWS

VCC Cancer Car Show, 25th Aug, Blenheim

We had long anticipated this event, an opportunity to showcase our Triumphs and support a deserving cause.

George, Nathan, Leon, and I had our cars polished and prepped and ready for display. But it wasn't to be, Covid-19 level 2 lockdown lingered. The organisers had no option but to call the event off.

VCC Cancer Car Rally, 25th Aug, Nelson

This event was one for Jon Harrey. He got in nice and early, registering his TR7 as a rally starter. Jon too experienced disappointment as yet another event folded under the restrictions of Covid – level 2.

Wairau Valley Wheels 2020, 12th Sept

This new initiative, and in a rural location, promised a different catchment in which to parade our Triumphs. An advertised display of vehicles, trucks, farm machinery, and the usual refreshment sales, suggested an interesting combination.

Leon was keen to campaign his TR4, similarly me with the TR3A. We registered. And in spite of other events being called off, the organisers of Wairau Valley Wheels remained confident, anticipating a removal of Covid-level 2 constraints. They waited until the very last minute, but the easing of restrictions never came. Like others before it, the event was abandoned.

Another show became a no-show. And to quote the words of a song, once again we were 'all dressed up with no place to go.'

KAIKOURA CALLS

Following our recent run of cancellations and disappointments, and having to focus considerable time and effort towards planning NW2021, finally a ray of sunshine.

Come early October, we're off on a road trip, a combined Canterbury / Top O' The South groups' weekend in Kaikoura. Saturday night dining out, Sunday breakfast at Bernie's Diner, (themed on 1950's retro Americana), and then a look through the newly opened Harmon's Classic Car Museum. So, you ask, are we looking forward to this?

You bet!!

NW2021

Our Top O' The South crew have continued focusing on NW2021, developing plans for a successful weekend. There have been many obstacles to overcome, none more so than the emergence of the Covid virus and its unpredictability. It's created anxious moments and uncertainties. But we have NW2021 clearly in our sights and we're confident of having charted a safe course.

Bill



Deep South Group

The Covid levels we have been through are still with us and will not go away but we in the South are grateful that we are faring better than our Auckland friends. Things are finally getting back to as normal as they are going to be in the foreseeable future and we are now having our monthly get togethers again which have been very well attended. Our thanks go out to those who have been charged with organising the nights.

Our first adventure out of quarantine was our annual Winter run to Naseby organised by Brian and Susan Hope.

We all met at the sports ground in Mosgiel for a reasonably early Winter start and made our way through to Lawrence for our first coffee. It was great to be out motoring again after all the time in lock down. You don't realise how much you have missed it until you get out on the road again, the cars must have enjoyed it too as they all behaved! The weather was cool enough that it dictated most of us travelled with tops up.

From Lawrence it was on to Omakau for lunch, picking up Norma and Alan Parks, Liz and Lindsay Pratt, Ian and Rona Ramage, and Lyn and Ian Gray on the way. The day by this time had turned into one of those days you get in the South at this time of the year. After a frosty start the sun came out and it turned out to be a beautiful day, not a cloud in the sky. Following a very nice lunch we enjoyed more of the countryside as we motored to our destination, Naseby, before the sun went down.



Our accommodation was at the Top pub but we dined at the Bottom pub as the Top pub lost its bar and restaurant in a fire not so long ago but the accommodation part survived. After unpacking, turning on the heating in our rooms and having the usual social hour it was time for the walk, all of a hundred metres, to the Bottom pub for early evening drinks and later dinner. A great evening, with every one having a Covid lock down story to tell.

Next morning broke with the cars white with frost. Several members were a bit worried about the state of their batteries! Cold days like this really sort out how good your battery is.

Obituary: Ashley Southgate



It is with sadness that we record the passing of Deep South member, Ashley Southgate. Ashley passed away on Thursday August the 20th in Christchurch hospital.

Ashley was with us on the Winter Run to Naseby. He had just reached home on Sunday and was driving down his drive when he had a massive heart attack. He was rushed to Timaru Hospital and then transferred to Christchurch hospital but unfortunately did not recover.

Ashley will be remembered by many of our older members as a “go to” person on anything TR. Ashley owned an original one owner TR4A which he picked up from the factory and drove around England before bringing it back home to enjoy motoring around NZ with his wife Linda. Ashley will also be remembered for his immaculate TR3B which he imported in a sorry state and then set about restoring to an award winning vehicle. The Register is fortunate that these two cars are still here in NZ in the hands of Register members.

Jane and Trevor

NEW MEMBERS

Welcome to our new members over the last couple of quarters.

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 offers.

Gus	Fahy	Christchurch	TR6
Max	Marsh	Auckland	1974 TR6
Paul & Gael	Sweeney	Christchurch	TR6
Grant	McKinlay	Wanganui	TR3
Peter	Wilson	Whangarei	1973 TR6
Ron	Gage	Hastings	1971 TR6
Mike	Petersen	Orewa	
Mark	Oliver	Howick	1973 TR6
Ian	Curd	Christchurch	1971 TR6
Brett	Shadbolt	Auckland	1980 TR8
Dave	Jackson	Timaru	1981 TR7
Greg	Vincent	Auckland	1973 TR6
Liam	Taylor	Nelson	1972 GT6
Doug	Burt	Auckland	1974 TR6
John	Palmer	Hastings	1959 TR3A
David	Harrey	Lower Hutt	1954 TR2
John	Palmer	Hastings	1959 TR3A
Geoff	Wilkins	Putaruru	TR6
Rocky	Hamilton	Christchurch	1966 TR4A

Hawkes Bay Happenings...

A relatively normal few months for us, with Club Nights in July (well attended) and August (just a small group). A new member has joined our fold, John & Jenny Palmer who have a TR3a with rego TR3A, welcome to our group John and Jenny.



It seems most cars have not been used since March so the Fish & Chip lunch on the beach needed to be arranged. We had been waiting for a fine day to hold it but the weekends weren't playing ball. Then the weekend of 29th & 30th of August was supposed to be fine and warm. With very short notice to the troops we arranged to meet at Haumoana at 1pm on the Sunday to get our F&Cs and go to the nearby free camping area to have our picnic lunch, and what a great turnout we had! After a cloudy Saturday, Sunday dawned with a clear blue sky, sparkling sea and warm temperatures. So we set off from Napier, stopping at Clive to fill the tank with some nice fresh petrol and then on to Haumoana. What a

wonderful day, so nice to have the top down. As we approached Haumoana a red TR7 convertible appeared in the rear view mirror. At first we could not place who the car belonged to, then the penny dropped and it was Ian Macpherson and Elizabeth in their new acquisition – welcome back to TR ownership. Ian delighted in telling me he had also bought another Alfa Romeo! – but we won't hold that against him.

5 TRs arrived at the venue, our TR2, Paul & Barbara TR3a, Colin & Sharon TR4, Paul & Susan Jane TR4a and Ian & Elizabeth TR7 along with 2 moderns, Steve & Maree with Steve's Dad Bill, Roger & Dorothy and 2 mountain bikes (TR9s?) – Ray & Carol Weir decided to combine their bike ride with the TR outing (well done). F&Cs were ordered then we proceeded down the road to our picnic destination, out came the picnic chairs and tomato sauce (and lemons for some) as we devoured the lovely food. While we were eating lunch Pete and grandson dropped by in the TR6 . So we had a pretty good representation of most models.



A very tasty lunch and chat, making sure we didn't get too sunburnt! and then it was time to pack up and head home. A great afternoon out considering it was still officially winter. On the road we passed a lot of classic, American and Hot Rod cars. A great opportunity to get rid of the winter cobwebs and pollen off the cars.

Our September Club Night at Off The Track was very well attended as we welcomed new members John & Jenny Palmer – a great addition to our Group.



The Daylight Saving Run was set down for September 27th and kindly organized by Bruce Hislop who arranged for us to visit a museum recently set up in Eskdale. This museum was originally in Puketitiri in the foothills west of Napier on the property of the Lemmon Family, a vast collection of household, farming and motoring equipment plus a number of vintage cars, notably a 1910 5 litre Austin

(very rare) plus a Rolls Royce and a Napier. Unfortunately this was housed in the various barns on the property and not very well laid out. It was 30 years ago that we last visited it. Adrian Lemmon has now moved it to Eskdale and built two sheds to house it all. Sheds doesn't really do them justice as they are insulated and lined. One of them is now completed and we were lucky enough to go and have a look.

So after a week of fine, warm sunny days the weather bomb building south of Tasmania was due to hit on this Sunday morning with gale winds and heavy rain – not really TR weather. A fast moving front, it was to clear leaving us a fine Monday! So 20 hardy souls gathered at our meeting point in Bay View, six TRs including John & Jenny in their TR3a and also our newest members Gary Parker and Joyce in their TR2 (BT303) – great to have you along. By now it was tipping down so we headed off for a short country drive to the Museum.

An extremely well laid out place with everything labelled and clearly set out. The cars were parked down the centre and looked ready to go but they have been mothballed so they don't have to be run regularly. A couple of hours here browsing and listening to the rain roaring on the roof off and on until it was time to leave for our lunch venue.

We went outside to be greeted by sunshine, blue sky and a warm westerly wind – talk about a fast moving front! A very pleasant drive to the Puketapu Pub for a lovely lunch and lots of chat. So all in all a lovely day out – I even took the roof off for my drive home.

We now look forward to The Ohakune October Run and then it will be nearly Christmas!

Happy TRing

Graeme & Joy



Waikato Wanderings



Spring is upon on us and first priority is to get the TR out more to discover new roads, attractions and take the opportunity to gather with our TR buddies.

Peter, Elimay (our beloved Parson Russell Terrier) and myself did a sneaky run to suss out the new stretch of SH1 that bypassed Huntly, we had been told by a fellow car enthusiast it was well worth the time and they were right. With Elimay leading the charge we ventured on, the fact Auckland was still on Level 3 may have been a contributing factor to the road being pretty much devoid of all traffic, not even a police car to be seen. It was a bit surreal really, to have such a beautiful, shiny new piece of road all to ourselves so in true British TR style Peter made the most of it and as we clipped along with the breeze blowing through our hair we were once again reminded why TR motoring is the only way to spend a Sunday afternoon.

We decided to head back on the old roads, that were once SH1 and all I can say is, wow, what a difference. It too was very pleasing though, no cars, country driving through our wonderful provincial towns, yes, it was all an excellent run and one to tuck away with our Waikato wandering buddies for another day.

Our second run was to explore a few of the Waikato Peat Lakes that lie right on our backdoor here in Ohaupo. The weather once again was brilliant, lots of fellow motorists out and about and a real buzz that Summer was on the way.

There are so many to explore, many runs to be had to take them all in, so we decided to start with two; Lake Serpentine and Lake Ngaroto. There has been a huge amount of time, money and energy put in by volunteers and DOC to make Lake Serpentine a most wonderful, predator free, lake park to explore. It probably took an hour to casually wander up a gentle hill to oversee the Ohaupo area before moving on to a boardwalk that meandered around part of the lake before heading in to stand of ancient kahikatea trees, gorgeous, can you call trees gorgeous, heck yes because they were. It was so relaxing to be amongst the trees and to be exploring it all with our fellow TR buddies made it all the better. There was an adequate carpark at the entrance so plenty of room for any other TR groups that may choose to visit us here in the Waipa to see first hand some of the jewels we have to offer the visitor.

A brief 10 minute drive later we were at Lake Ngaroto which is popular for sailing amongst other water activities. It is an hour and a half walk to circumnavigate the whole lake so with time a little against us we decided to spend half an hour here before driving through the country roads to the Oasis Retreat for a pizza lunch. An American Car Group were there as well and although we were drawn by their massive cars, we still held our own in a very respectable, reserved, British sort of way, go us!

There are so many runs to look forward to over the coming months, work has already begun on the next one, we may even take in another Peat Lake, who knows, it is all there waiting for us. Enjoy your motoring, we look forward to reading about your wanderings in the coming magazine.

Diane and Peter Parker, oh yes, and Elimay too!





NATIONAL WEEKEND NELSON - 2021 'TRIUMPHS AT TRAFALGAR'



Ahoy there me Hearties.

We have NW2021 firmly in our sights. Soon, we'll be weighing anchor.

If you haven't already done so, sign on, join the Top O' The South crew, and celebrate TRafalgar's TRiumphs.

You'll be assured a rollicking good time.

There'll be things to see & do.

You'll spy Nelson's finest countryside



And there are trophies to be won. And prizes.

Saturday evening will provide a spectacle of fancy dress. You'll witness the less inhibited, bedecked in themes honouring "All Things Nautical", their imaginations and creativity running riot.

And at the conclusion of the National Weekend, once the winners have plundered the TRophies and rifled the TREasures, the After-Tour will cast off.



Alan and Ann will be at the helm. Accompany them as they set sail, swashbuckling their way on a voyage of discovery ... “Coast to Coast to Coast.”

TReat yourselves – sign on, secure a berth, and enjoy a trip of memories.

Bon voyage,

the ‘Top O’ The South ‘ group.

OUTBACK ADVENTURE

Ann and I travel to Australia regularly to visit family including two grandchildren and interestingly these trips just happen to coincide with a TR event. Imagine that!!

An invitation to join a TR tour through Central Victoria, South Australia and New South Wales, over 10 days arrived in the inbox. Organised by John and Leonie Johnson of the Victoria Group, the tour sparked our interest. It fitted our ongoing plans to take in as much of Australia as is possible rather than travelling to the northern hemisphere as we feel we have ticked those boxes for the present.

Unfortunately, the timing meant that we could not join the 2020 Nationals after tour instead heading back north to wrap up work and the like before heading off on the silver bird. A couple of days in Melbourne to catch up with family, have the car serviced and we were ready to go “walk about”.

As we were driving the “modern” we were tasked with carrying spares, wine and water to keep both TRs and their occupants well lubricated and serviced. Three TR3As, a TR4 and ourselves headed east from the Calder Highway BP heading toward Bendigo where we would pick up another TR4. The weather started well but the predicted rain found us and with hoods up the group carried on. We had heard of road trains but had not experienced them to any great degree. They kick up huge dust clouds and the abrupt change in air pressure as they pass has a considerable effect on small cars such as TRs. Unfortunately, one TR4 succumbed to the wind pressure change and its hood was dislodged and damaged. Nevertheless, the intrepid couple carried on in the rain with the hood stowed for the rest of the day and without complaint.

Much of Central Victoria is cultivated and cropping is the main farming activity on a scale that is simply vast. We were following the Silo Art Trail an initiative designed to encourage tourists to the outlying areas. A number of grain silos have been painted by professional artists often depicting



Silvertown—Mad Max Ville

local identities. They are many and varied, a must-see if you are travelling in Victoria. Another highlight was visiting a farmer/sculptor who uses spanners as his medium. Based in Barraport, John Piccoli is known as the spanner man. He works without drawings in one of his farm buildings and what makes him unique is that he works from his wheelchair having contracted polio when younger. Of necessity he uses various pulleys and devices to enable him to manoeuvre the piece as he works. At the last count he had completed over 130 works of art many of which are displayed throughout his gardens, the local hospital and the like. Google him, you will be amazed by his work, the attention to detail and lets you in on the secret on just how he manages to collect thousands of spanners.

The troubles were not over for the hoodless TR4 as on the second morning a lack of oil pressure stopped progress. Nothing showing on the dip stick, what remained of the oil coated the lower engine bay and along with water in the catch tank it all seemed to point towards a blown head gasket but it turned out that the sump gasket had blown. Recovered by the RACV and despite their disappointment the couple rejoined us the following day in a modern, truly intrepid TR travellers.

Crossing into South Australia by ferry over the mighty Murray River, Burra was our destination for a couple of nights. Four South Australia couples joined us there although not in their TRs and one upstaged us all with his Lotus Esprit V8, as you do. Copper mining was established in approx. 1840 and many historic pioneer buildings and mine workings remain. Cornish miners headed to Australia in large numbers where they were able to apply their tin mining technology and experience to set up new mines. It was a tough life and in the early years the miners lived with their families in dug outs formed in the banks of the dry Burra creek until a great flood in 1859 forced the remaining residents out. Not ideal living conditions, I don't know quite how families coped. The Cornish miners brought with them the pasty, described as a hearty meal and a staple for the miners it was typically made with meat and savoury at one end and sweet or fruit at the other. Extremely tasty.

More recently Burra was the setting for the 1980 movie Breaker Morant starring Edward Woodward, Jack Thompson and Bryan Brown set in the old Burra jail and just outside of Burra in the middle of a paddock stands an abandoned pioneer farm house whose claim to fame is the scene for the Midnight Oil album cover Diesel and Dust. Needless to say it was a TR photo opportunity.

On to Wilpena Pound in the Flinders Ranges a 400K journey that day. The landscape changed from cropping to sheep farming and then to increasingly barren as we travelled further north. A diversion to a lookout required negotiating 14K of washed out rough road, no problem for these little TRs. The only casualty being the rear window of a hard top escaping and reinstalled successfully that evening. The Flinders are spectacular, comprising a number of ranges which include Wilpena Pound a natural amphitheatre of 80km2 surrounded by ranges. A 4-wheel drive journey into the hinterland observing fossilized sea creatures and sea bed ripples dating back 540 million years, an early morning flight over the Pound and ranges were highlights. Our visit concluded as we watched the sunset over the ranges and the wonderful colours displayed on the clouds, accompanied by good company, wine, snacks and the ever present flies. Wildlife is plentiful in the Flinders and we saw many kangaroo and emu, both in the bush and even had them crossing the road in front of us.



Shearer

On to the mining town of Broken Hill a 500K drive through the barren outback into New South Wales. This is where the use of radios came into their own, not only for regular communication but you can imagine passing large road trains in small TRs can be quite a daunting prospect. The leader would contact the truck to check that passing was safe and having passed would then call each car through as oncoming traffic permitted. The TRs performed well over this stretch although a sidescreen window blew out down to truck pressure waves again. The essential piece was found along the roadside and temporary repair sorted. It's difficult to imagine how early settlers managed to establish sheep and cattle stations in these remote areas back in the day. It would have been a hard life and you had to be self-sufficient for extended periods.



Broken Hill

Broken Hill was established when silver ore was found around 1883 and attracted immigrant miners to the district. Today it has a population of 18,000 although exceeded by those occupying the cemetery. Mining is still the major enterprise in Broken Hill together with supporting industry. The town boasts a 140ha solar farm supplying power to the community and a 300K pipeline has been laid in recent years to supply water from the Murray River. They don't do things by halves in Aussie.

A visit to the local TR Register member and his collection of American and English vehicles was amazing. Importantly for us at least, his early TR2 TS940 was built in the same month as ours. I had not seen an early TR in the flesh before and took the opportunity to photograph and record detail to aid in our restoration of TS767. The gentleman has spent a lifetime restoring vehicles particularly American models from 1910 to the 1940s including some very rare examples. He is self-taught, carries out the majority of work himself and the results are testament to his skill. The future projects he has lined up would consume three or four lifetimes.

The Royal Flying Doctor Service south eastern section is based at the Broken Hill airport. The base comprises an aircraft hanger, communications centre and a large medical facility together with a visitors centre. As visitors we were taken on a guided tour through the facility and the various displays that depict the RFDS and its development since inception. We weren't prepared for the size of the service which today comprises more than 70 aircraft across Australia along with doctors, nurses and support staff. Not only do they respond to the injured and sick but they provide airborne travelling medical clinics and dental service to the outback. It is a fantastic and sophisticated service that relies on state funding and grants from commercial organisations together with donations from the public.

You won't have heard of the old mining town of Silverton 30K from Broken Hill now comprising a pub, some galleries, community centre, museum and a population of 37 souls. Its claim to fame in recent years being the setting for one of the Mad Max films. I didn't even know there was more than one movie. Every year aficionados descend on Silverton in costume and weird vehicles to exercise their inner Mad Max. You might be interested to sign up, I'm sure there must be a website.

Our last day on the road was to Mildura across what was as ever changing desert landscape however fencing and gateways to cattle stations gave some hint of habitation. We encountered a huge dust storm, nothing we had experienced before. Visibility was down to 100 metres at best and following in our air-conditioned modern I cast a momentary thought for the wellbeing of those in the small TRs which as we know are not exactly airtight. Finally, it was the turn of the lovely powder

blue TR4 to play up. The top radiator hose blew and the engine temperature rose alarmingly in the hot desert environment. As is usual somebody had a hose in the boot but changing a top hose on the outback roadside with the accompaniment of what probably was thousands of interested flies, I can attest to be character building. The hose replacement is not a simple job as many will know, the shroud needs to be removed, the radiator loosened and rotated forward in order to fit the hose. Then as is recommended in the manuals "reverse the removal procedure". Water bottles were requisitioned to refill and get us back on the road to Wentworth the confluence of the Murray and Darling rivers and for us tourists, back to civilisation.



Interestingly we found a Triumph connection in the form of a tribute garden where the town of Wentworth has honoured the little grey Fergie tractor recognising that without these tractors raising flood barriers and the like, the town would have been inundated in the 1956 floods – you learn something every day.

Following a final dinner reminiscing and sharing the wonderful and interesting moments of the 10-day tour it was time to farewell our fellow tourists as they were to head home the following morning, a 500k drive back to Melbourne.

All in all, these little TRs covered over 2,500K largely reliably and through some harsh environments with temperatures constantly around 38-40 degrees, a testament to both these cars and their confident, or should that be optimistic, occupants. We continued following the Murray Riverlands route to Echuca and on to Albury to overnight with Register members Ian and Tracey Cuss. After inspecting their TR2 which is in the process of a rebuild following a confrontation with a kangaroo it was back to Melbourne and family. The alarming rate that the COVID-19 virus had spread while we were travelling and the imminent closing of the New Zealand border became our focus and shortened our time but we will be back to see more of Australia.

The detailed organisation and planning put together by Leonie and John Johnson along with the company of our fellow TR travellers made the tour all we hoped it would be and we would do it again tomorrow.

Frank & Ann Cleary

Canterbury Tales...



Greeting fellow **TR**-oupers and gentlefolk!, Well it's been quite a busy couple of months the Canterbury **TR**-oupers, are no exception, not only have we been "out" but we've been getting "out out"! Never let it be said that a pandemic would stop us, as well as the well represented monthly runs, the **TR**-oupers made a pig of themselves as usual at various locations around Christchurch generally involving food and lots of booze.

What we got up to in June...

Well the first thing on the agenda for most of us was the hairdressers, I know, some **TR**-oupers were looking a bit worse for wear !



...but following a quick shampoo and set, we finally met up for the first **TR**-oupers run since god knows when. We met at the Urban Café, at the Silverstream subdivision in Kaiapoi. 9 cars turned up and after stuffing our faces with fry ups and coffee, and lots of catching up we left for our shortest day drive - Waipara, Waikari, Greta Valley and back to the new Better Half café on SH1 for afternoon tiffin. Not the biggest run we've done but after all it was the shortest day run.

June Monthly Meal.

We chose the Crate and Barrel in Leeston for this month's feed, we were going to go there before lockdown, but you might remember the Covid thing got in the way. Even though the weather was atrocious 24 **TR**-oupers turned up which was wonderful, the venue and food was superb and we were really looked after by the staff, definitely 'one for the pool room'!



What we got up to in July...

Meeting at the New World car park in Halswell, on a not so nice morning, wet and cold , but it is winter. Nine **TR**s departed for Akaroa, following the mandatory cup of coffee, some, clearly with issues, had their hood down! A very pleasant drive to Little River where more coffee and cake was consumed, clearly building up reserves for the blast over the hill to Akaroa. The weather did hold for us and we enjoyed a wander and a good lunch at La Maison before the drive back over the hill, some even taking their hoods off!

July Monthly Meal.

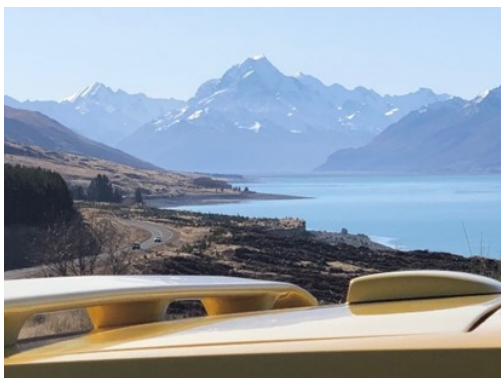
This month we chose Merrin Street Brewery bar in Avonhead. It was great to see so many of us turn up (31 **TR**-oupers) for a great gastro experience, the food, the service, was exceptional, and the range of beers and wines!! and the company!!!, say no more, this is a great place if you've not tried give it a go, they do a very good senior



Super Gold menu at lunchtimes as well, it might be best to avoid Tuesday evenings though as its Quiz night

What we got up to in August - Winter Wonderland Weekend

Thanks to gorgeous sunny weather everyone had a great time on the 2 night trip to



Tekapo a few weeks back. Leaving Darfield it was an easy going drive via the Inland Scenic Route to Geraldine where we tried out the fairly new Barkers Cafe and shop. It was then a quick sprint over Burkes Pass to Tekapo where the Christchurch gang met up with Morag & Trevor Cullimore and also Gus Fahy who was there for the weekend but in a working capacity. We had a great meal at Mackenzies, and next morning departed in near freezing temperatures for Mount Cook. However there wasn't a cloud in the sky and hence the photo

shoot at Lake Pukaki with The Cloud Piercer in the background, was phenomenal. "Have a great run into Mount Cook, there's very rarely any cops around!" said Carole with her tour guide hat on. So after lunch, a walk, and a visit to the Sir Ed Museum, we returned separately back to Tekapo. "Did you see the Traffic Cop pulling everyone up?!" said Chris Miller woops!



It was definitely going to be Chris Miller's weekend. After an excellent gathering of beer, cheese and wine and tables improvised from the hotel ironing boards, we chatted and watched the sun go down, with the lake looking as pretty as ever. After a decent roast and superb lemon meringue pie, courtesy of the newly refurbished Godley Hotel, it was lights out and once again, the morning presented itself in crisp freezing fashion and not a cloud in the sky.

We all made it to the Wrinkly Rams Cafe in Omarama or did we? Where was Chris Miller? And Carol and Bryan?! Oh no! Chris had come to an abrupt halt in her superb TR3A at the Mount Cook turn-off, and luckily Bryan stopped and jumped into rescue mode by swiftly replacing her rotor arm, a spare of which he just happened to have on board his gorgeous TR2. Well doesn't everybody?! Well done Carol & Bryan ... and after warming up the frozen fingers and toes it was a most fabulous drive to the newly renovated Waimate Hotel via the Benmore Dam and Waimate Gorge, with dead wallabies everywhere you looked! After a nice farewell lunch we all departed for our various abodes - with still no sign of a cloud in the sky. It really was a wonderful winter wonderland weekend.

August - Monthly Meal.

This month we chose Pomeroy's Old Brewery Inn, the nearest thing to a English pub I've found yet!, 32 hungry and thirsty TR-oupers turned up and enjoyed a perfect blend of good ol English grub and few pints of home brew, most people paid up , but some didn't, no names mentioned Glenn!, letting us settle the bill, although they did come clean later!



....and Finally some stuff to make you chuckle,

While driving my TR4, I swerved to avoid hitting a Pukeko , lost control drove into a ditch, severely banging my head.

Dazed and confused I crawled out of the ditch to the edge of the road when a shiny new Austin Healey pulled up with a very beautiful woman who asked, "Are you okay?" As I looked up, I noticed she was long and lean, she could have been a model.

"I'm okay I think," I replied as I pulled myself up to the side of the car to get a closer look.

She said, "Get in and I'll take you home so I can clean and bandage that nasty scrape on your head."

"That's nice of you," I answered, "but I don't think my wife will like me doing that!" "Oh, come now, I'm a nurse," she insisted. "I need to see if you have any more scrapes and then treat them properly."

Well, she was really pretty and very persuasive. Being sort of shaken and weak, I agreed, but repeated, "I'm sure my wife won't like this."

We arrived at her place which was just few miles away and, after a couple of cold beers and the bandaging, I thanked her and said, "I feel a lot better but I know my wife is

going to be really upset so I'd better go now."

"Don't be silly!" she said with a smile. "Stay for a while. I don't mind. By the way, where is she?"

"Still in the ditch with the TR, I guess!"

"I'm sure some of you have heard this one before but still funny!.

A TR-ouper was out driving his Triumph TR6 along some country roads. As the road was quiet, he decided to see what he could get out of the car. At 120 km/h it was sitting nicely on the road. He put his foot down and got up to 140 km/h comfortably. Very happy with this he again accelerated to 160.

Glancing in the rear vision mirror he saw a police car, lights flashing and siren blaring. He kept accelerating for another kilometre and then thinking the better of it he reluctantly pulled over. The policeman approached his window looking pretty grumpy.

"Sir," he said. "It's Friday evening. I am 10 minutes away from being off-duty and I really don't want to waste my time writing out a ticket. You must have a reasonable excuse why you were speeding. If so, I will let you off."

"Well," replied the gentleman. "Last week, my wife left me for another man, a policeman. When I saw you behind me, I panicked as I thought you were trying to return her." "Have a pleasant evening Sir," said the cop as he walked back to his car.

Check this out. progress on my TR4, click the link below, I told you I'd have it on the road this year! Post this link into your Browser

www.youtube.com/watch?v=5YNe170HJHc

Mike & Carole Lester

"Tech" bits and pieces

Improving you TR

While I appreciate owners' efforts to restore and maintain their cars to original specifications, I depart from that practice and undertake modifications in the interests of safety, better performance, or reliability. In this article I describe three of the many modifications on my TR4 which meet one of those criteria.

Safety: seats

When I purchased the car, it had racing bucket seats and a racing harness. The seats were real huggers, great for short stints on the track but pretty boney for touring. They were also getting pretty tatty. I had been toying with replacing them for sometime but couldn't find anything suitable. Putting the original seats back in was out of the question they provide no lateral support and, most importantly, offer no protection against whiplash.

I do not like the appearance of the popular Mazda modification and many of better padded racing seats had awful advertising labels on them. My motivation to solve the numb bum problem increased dramatically while competing in the VCC Targa. It was in that event I spotted an MGB with NZKW seats which looked like they would fit the bill. After ensuring they would fit I bought a pair. <https://nzkw.com/product/rs200-fixed-bucket-seat/>



NZKW / NRG RS200 Fixed Back Bucket Seat

I also bought some sliders, but in the event, it was too tight to fit them. This is not an issue for someone my height (5ft 10inch) as I need have the seat back as far as it will go. The seats are non adjustable and I found them to be too upright so had to raise the front edge. There was a bit of fiddling around and you have to drill holes in the floorplan but the effort has been worth it.

Reliability: ignition

The Lucas points system requires regular maintenance to get the best performance from your engine as variation in the points gap overtime changes your ignition timing. There are many after market replacement ignition systems which offer greater reliability and require little or no maintenance. I opted for 123ignition Tune+. <https://123ignition.com>

This model allows you to tune your car using Bluetooth communication to your phone or tablet.

It's an easy fit, looks close to original, and the programmable option is brilliant. The system allows you to choose the degrees advance you want at set revolutions. So, I just put the car on a dyno and adjusted the advance to get maximum horsepower at 2000, 2500, 3000 etc. revs – without knocking. Not only is this more reliable it enhances performance. This is a must for those with non-standard camshafts as non-adjustable models in the 123 Ignition range have pre-set curves only.

There is a potential downside, however, if the system fails- I have problem – I guess I could always carry the old distributor as back up.



Performance: Go and Stop

My car has several modifications to enhance its “go” performance. These include: a so called “fast road” camshaft, and 45 DCOE Webbers. Many undertake similar modifications. Such modifications need to be matched with “stop” modifications such as brake booster, and 4 pot brake calipers which my car has. What many owners overlook, however, is that a major determinant of stopping distance is how much rubber you have on the road.



the common radial replacement (165's). The extra rubber on the road is readily apparent in the picture above.

Your options for increasing tyre width are pretty limited with the original rims. I have Minilite rims (front: 5.5-inch rear 6.0 inch) and run 195x65x15 tyres. These are a significant improvement on the original 5.90 x 15 crossplys and

John Langley

City of Sails Area Report

Greetings to the faithful, the keepers of the marque, you wonderful bunch of devoted fans of our fine old English Masterpiece, the Triumph Roadster. Well that's likely to be the highlight of this quarter's report because while the rest of the country was able to do their fair share of getting 'Out n About', we in the Northern-most Group were for the most part stuck indoors. With the influence of the Covid-19 pandemic raging on, Auckland became something of a hotbed, with a resurgence of cases both community transmitted and new via either quarantine or recent arrival.

Against that background I have been struggling these last days to find something within me to report on with my usual energy. I'm sorry to say I've failed!

While we have managed to have our Pub Night, that has been pretty much it for the Auckland/Northern Group. With the lack of movement outside of the Auckland Region governed by men in uniform, that superb piece of English industrial machination has been limited to a couple of drives to work, and an ice-cream trip with my stepdaughter, which took us 2 ½ hours! Boo Hoo! (The ice-cream however was "delicious") Our September get together numbered just 8 members, as the different levels attributed to 'The Virus' kept most away.

There has been a bit of movement on the member side of things, with a few new members signing up. And I am also sorry to add that one of our members, and owner/caretaker of the new to our scene BRG TR5 – Mr Robert Giboney, has had to withdraw from the Register due to ongoing health issues. I was fortunate to have met Robert at the Auckland National Weekend in 2013, when he and his lovely wife Leigh shared a table with my wife Linda and I on the awards night! Robert was very generous, certainly as far as I am concerned, both practically and emotionally and we shared many entertaining conversations. Not only that but when we needed a Concours level car for the Ellerslie Classic Car Show he offered his lovely TR6 but only if I drove it there and back to him. A tough decision Not! My best to you Robert.

Undoubtedly my smallest report, we are however hopeful of better things to come within the final quarter, with at least two of our Auckland Group Annual Events – the Isadora Duncan Rally, and the Pre-Christmas Breakfast Run. Throw in the TR Register Inc AGM on Tuesday November 10th, and this year we are hoping to have access to all via Zoom! I'm reasonably sure we can also enjoy a couple of low key drives (I just need to prod a couple of members to have a go at organising!

I'm going to leave you with a couple of not so nice images, please make sure you are carrying if not one, the maybe two fire extinguishers with you as you hit those country lanes, the resulting fire put paid to what looked to be a lovely TR6.



While in the USA this is a stark reminder of what could happen, if you are unlucky. Be Safe Out There and remember –

It's Never Far, In A TR

Steve Martin

FOND MEMORIES OF A MIS-SPENT YOUTH

BT 303

Kevin Tinkler (2001)

Was it love (or lust) at first sight?? That first sight of BT303 (nee 146-841) was outside the Jigaboo piecart in downtown hometown Te Kuiti, way back in the Spring of 1960.

My automotive dalliances before that day had comprised a DKW Hummel 50cc moped (ported and polished and good for 38mph); a Ford Model A (bought for £30, converted to a truck and sold for £70 - capitalist vandal) and a Minor 1000 (breathed upon a little...).

146-841 was originally bought new by Wally Bern in November 1954 and was one of two TR2s entered for the 1955 Grand Prix (No. 20). However on the day she deferred, and started in the Ardmore Sports Car Handicap. Wally reckoned she was a better and faster car than the TR3 he replaced her with, and there was evidence of some porting and polishing. Her engine number from new is well out of sequence, being built several months before the car.

I had to have her! The Minor was soon detuned and sold (never raced or rallied...) to a car yard in Hamilton operated by young entrepreneur C Giltrap (I wonder what happened to him...) The deal was done and thus began a four year and 40,000 mile relationship.

She was fast - electrically timed at 105mph over the 'flying-quarter-mile' after one mile accelerating from rest into a head wind, and she easily outpaced Piper Cub ZK-BKU in a strictly unofficial drag. She was economical - 43mpg at a steady 60mph using a graduated fuel-flow container. She was reliable - she never missed a beat in 40,000 miles except for one fan belt (20 miles from the back of beyond - no spare!!)

Those were halcyon days on King Country roads in the early sixties - a gentlemanly agreement with the local traffic officer not to be naughty in public view; no hidden speed cameras, radars or mufti cars. Together we set several unofficial point-to-point times that would scare me witless to try and repeat today.

The first set of crossply tyres lasted 7,000 miles and were replaced with the then-new Michelin X radials - their grip was all or nothing and very unforgiving - they didn't think much about slip angles in those days. Those Michelins gave me the biggest fright of my young life when we overdid things on a lefthander one wet night and found ourselves sliding sideways straight towards a pair of rapidly looming headlights. How we missed that other car I'll never know, but from that instant on I became a defensive driver. It was also at that instant I discovered adrenaline is coloured brown...

However, a move to Hamilton and a company car (free petrol and tyres!) meant 146-841 (by now rechristened BT303) was consigned to a lesser role and began to spend much of her time under a tarpaulin in the back yard of various bachelor flats. Raewyn, the new (and still) lady in my life was I think a little jealous of her and certainly refused to ride in her topless (that doesn't sound quite right, but I'm sure you know what I mean...),



claiming that “all that wind will ruin my beehive hairdo”.

The time had come to part. In 1965 the demands on wallets to buy a section, build a house and get married meant the sale of BT303 to a lead-footed flatmate, who managed to snap both her halfshafts within the space of one week. She then fell into a rather wanton existence, having

many owners and several dealer yards over the next decade.

My next meeting with BT303 came eleven years later in 1976 in Takapuna - there she posed, pristine, and just out of a restoration by Steve Cross, one of the founders of the New Zealand Register. She had suffered some indignity in the form of transplants of vital organs from a donor car (TS-2121) to remove the ravages of those intervening years, but Steve told me the orange Seakrome paint I'd applied so many years before to floors and spare wheel housing had saved her from some of the attentions of the dreaded ferric moth.

A short drive confirmed her personality hadn't changed - her scuttle still shook, and her exhaust note was as raucous as ever.

Again she disappeared, but our next meeting was literally by (or due to) accident. While in Wellington in 1983 on business I went with company associate Laurie Haines to look at a TR2 he had heard was in a wrecker's yard in Silverstream. Omigod! There she cowered, internals bared to wind and weather, and certainly the worse for wear. She had been involved in a minor intersection accident nearby and before she could be moved an uncouth old Holden Kingswood had rammed her right up the bum. Her chassis was badly bent at both ends and she was considerably shorter.

However, this time it was Laurie who was smitten, the insurance company was keen, and soon she was off to a new home and a caring convalescence. About two years later she was reborn, this time clad in virginal white, and looking good enough to claim several show prizes on the Wellington classic scene.

Laurie the fickle found a younger sister in the form of a TR7 in need of some guidance, and so BT303 was on the move again. She was seen



occasionally around the suburbs of Wellington for several years until in 1989 she fell into the care of Robert and Jeff Wilson and Nicola Martin. In 1993 she was given a substantial mid-life makeover and became used to the good life - she spent her winters in the Queenstown Motor Museum and her summers on those lovely South Island roads.

Her new custodians are Mike and Gisela Cronshaw who have promised to bring her to the 25th Anniversary TR National Weekend next January (2001). Raewyn and I look forward with some trepidation to meeting up with her again - even after 31 owners and a couple of facelifts, we suspect the old tart may just have weathered the last 40 years rather better than us. She was certainly the inspiration for the purchase and rebuild of my present TR4 and its plate NSTLGA - 'fond memories of a misspent youth'.

Kevin Tinckler



EDITOR'S NOTE

It was great to read this story as it was written in 2001. Thanks Kevin.

Interestingly, this car features in the Hawkes' Bay report on Page 12, where Graeme mentions that its new owners, Gary Parker and Joyce, attended one of the group runs.

There's been a few years between 2001 and 2020, so others who have owned this car might want to send something to publish in the next edition of TRansmission.

Blast from the Past...



Museum's Jabbeke Triumph

The Triumph TR2 prototype that set a 124.899mph 2.0-litre speed record in 1953 has been bought by the British Motor Museum, thanks to a £250k (of £280k total) contribution from the National Heritage Memorial Fund. The car was also voted Car of the Year by *Octane* readers in the 2018 Historic Motoring Awards and featured in *Octane* 176.



1971 MG Magna

While MG worked on a Midget and Spitfire replacement, Triumph was tasked with making a new TR6/MGB. Triumph's rejigged Bullet (think subtly wedgy front-engined Porsche 914) failed to make the grade, and the BL board opted for Longbridge's rival Harris Mann design. Mann designed both MG and Triumph concepts, but the Magna won the day – rebadged to become the TR7. An MG version was later revived (with several Boxer concepts being offered in '79) to boost the TR7's disappointing sales, yet it was thought that MG owners wouldn't stomach it.

Listed in the June issue 2020 of *Octane* magazine the original TR2 has just been sold for £280k pounds, or over \$NZ500,000.

Register members Frank & Shane will be pleased, having two of the three factory-built TR2s the same as the original.

The Bullet on the right was in an old issue of *Octane*.

Bruce Hislop

CAR...TOON CORNA



"it's easy, lady...just follow the oil leaks!"



"How come you're always checking the mirrors at home, but never once in the car?!"



Bay of Plenty Travellers

Well after the lockdown we finally made our Breakfast run on the 26th July.

Nine cars left Tauranga and had a good trip to the Ironique Cafe in Te Aroha, where we met up with Frank & Anne Cleary, boosting our numbers to 22. After a hearty, but maybe not too healthy, feed we left for Morrinsville to visit Dick Marshall to view his fine collection of cars, well worth a visit!

Dick made us very welcome, and had thoughtfully invited some Waikato members along who nicely swelled the numbers for the occasion, and an opportunity to meet fellow enthusiasts. Kevin Thorburn made a few recruits for their Spring Break Treat, which should be a great weekend. Thank you for your hospitality Dick!

Our bimonthly pub night at Dusty Jacks in August had a good turn out, and our next run planned, which was to Hamilton Classic Car Museum. This turned out to be on a fine day, with a few 'hoods down' for the hardy (or fool hardy). On arriving we gathered for coffee, on a table kindly booked for us by Duncan, before entering the Museum.

A fine collection of cars and memorabilia is on display, and nostalgia – 'Oh I had one of those' was heard a few times, some of us showing our age!! On exiting the museum we returned to our table in the 'Sixty's' cafe for an excellent lunch, followed by a photo shoot before heading home.

Now spring is here, and hopefully no more 'lockdowns', we should be looking forward to some great runs.

Cheers

Michael



The 'car shot' at Hamilton Classic Cars carpark

TR4 RESTORATION

After close to 8 years we have finally managed to get my TR4 back on the road. Having previously restored a TR3, I decided to get involved in another project and had the idea of creating a Works replica look alike. Having sourced an ex UK TR4 here in NZ that was already partially stripped the project was underway.

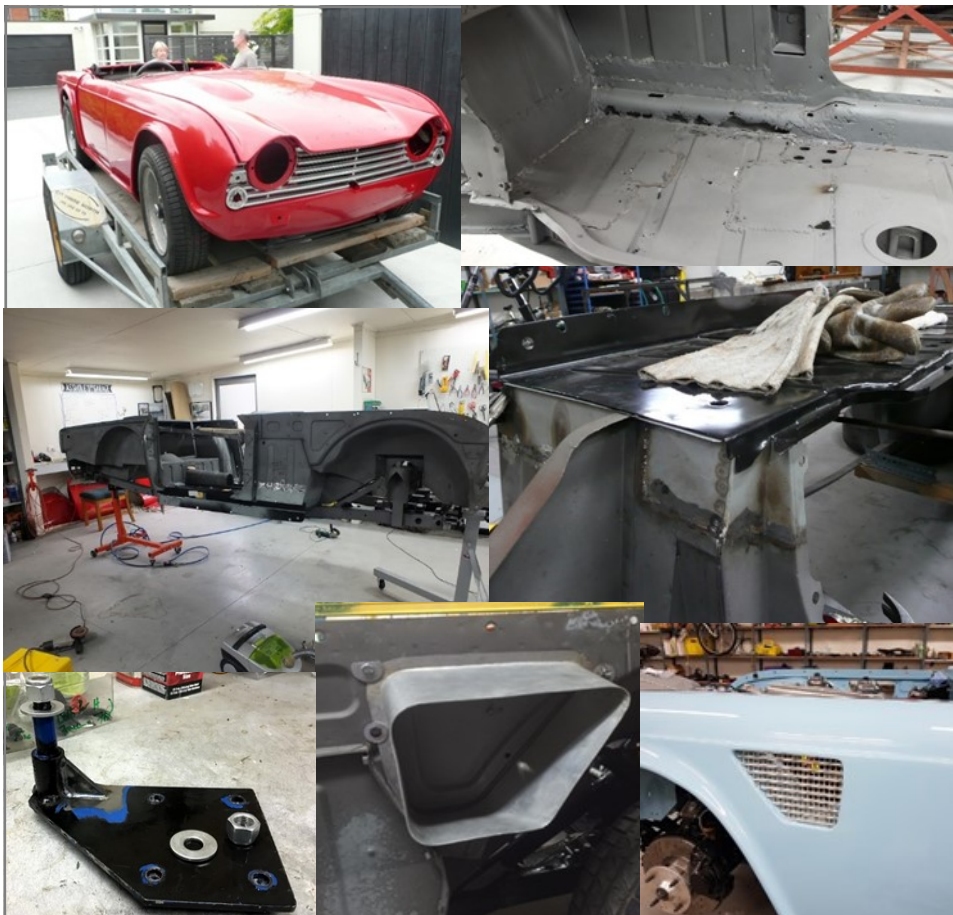
First stage was to complete the strip down and then media blast the Chassis and Tub. On the surface the car looked a good one but in reality, what a mess the tub was, basically completely rotten thru the floors, sills and around the base of the firewall and pillars. It showed clearly all the previous work that had been done and not done, while trying to keep the dreaded rust at bay over the years, including the patch work quilt that was the floors.

So with this as my project, I started on the whole process of both fabricating and in some cases purchasing the necessary metal work to replace the floors sills and base of the pillars. This was a long slow process but have to say when it was finally finished, I was pretty proud of my handiwork even though it took a few years to do. I'm lucky in that I have the space to do a full frame off resto like this and the process I find quite enjoyable, hence the reason it took a few years to get back to a sound strong tub again. While restorations are basically a hobby for me, sometimes I had to fabricate pieces two or three times before I was happy I had them right. It helped hugely that I was able to purchase an old school spot welder on trademe to do some of the work, with my Mig handling the rest.

Part of the image associated with Works' replicas now days are the engine bay vents. I got a vent kit from Revingtons in the UK but I have to say it was a nerve tingling time when you initially start thinking of cutting into the engine bay inner wings to fit the kits. We spent quite a bit of time trial fitting checking and plucking up the courage before we made the initial cut in metal. Once the vent tube was fitted on the engine bay wing, then we refitted the outer wings so we could mark where they needed to be cut so the vent tube and the outer grills all fit properly. Research showed that various people have used a variety of methods to fit and attach the engine vents, I think the process we settled on in consultation with a good friend (a vehicle restoration expert) provided a pretty good result. The final cutting and shaping the vent holes in the outer wings I left to my expert friend, I decided that was well outside my expertise level, plus that's the part everyone sees..... so it has to be right. Shaping the actual grills to go in the inserts, was also a bit of a mission. If you have ever seen one of the Vent tubes kits you realise that the vent tube are not a straight shape it is in fact quite a complex angled and shaped tube and because the grill has to fit from the inside out getting the right shape requires a lot of careful cutting and filing. The grills also have to be shaped with tags so they can be attached securely. Thank god for a Black & Decker finishing/file sander.

The original Works' rally cars were all fitted with hardtops for safety during rallying, now days you can purchase a one-piece fibreglass replica hardtop from Honeybones in the UK, to fit the car. They call it a TR4 racing hardtop. We brought two in at the time splitting the freight costs with a mate who wanted one for his TR4 rebuild, he's putting a TR6 engine in his 4.

At the same time as I was mucking round on the body, we were setting up the rolling chassis. Fully overhauled we have fitted a chassis strengthening kit, poly bushes all round, adjustable shocks, uprated springs, and adjustable camber top link. In the rear we fitted a Moss kit that allows conversion from the regular lever arm shocks on my live axle car to adjustable Spax shocks. **Now here's a warning if you have or are about to fit one of these Moss kits.** Fast forward..... I now have the car on the road and had done approx 1500 km, to find the Moss Bracket has broken, sheared off on one side and stressed fractures on the other. Not sure exactly what has caused the issue and I have communicated the issue to Moss. In the mean time we had to pull the kit back off the car, reweld and strengthen it with extra support for the top shock mounting point.



The current structure as you buy them from Moss are too weak in my opinion and in the opinion of the engineer who rewelded it for me. Not sure why but the design doesn't have the necessary brace strengthening in the right places. Moss have gone back to the supplier who is looking at our alteration as a permanent fix, but they also tell me they haven't had this issue before. So perhaps the issue is a result of the extra strengthening, poly bushes etc that I have put into the chassis, but I doubt it. I think it's a design fault, so if you are fitting this product, I would strengthen it now just to be sure.

The motor rebuild was done by a specialist engine builder and the result is something that suits and sounds like it belongs in this type of car. Once the rolling chassis was finished and the body work was completed the next step was painting.

Right thru this project I was looking at a Works' look a like, so to do it properly the car had to be painted powder blue. The problem was I wasn't sure about that colour. After a lot of looking round I had settled on a possible second option Aston Martin Racing Green. (if you haven't seen this colour google it....it's gorgeous). With these two in mind I then got the colours made up and sprayed onto sample panels. I reckon I spent at least another 6 months umming and ahing before finally deciding that I have to go Powder Blue otherwise I wasn't creating the "look a like" I set out to build.

When we first saw the final paint job I was blown away, even the painters said they were not sure initially I had made the right decision, but once they started spraying they were also in love. With the tub now painted the long reassembly process could begin. This is the part everybody doing a restoration loves. A bit of bright chrome on fresh paint is a joy to behold. Rewiring, installing the dash etc is all bits that I personally really enjoy. When it came to the interior, I had predetermined that I was fitting MX5 seats, and I got an upholstery and carpet kit out of Skinners in the UK which I also fitted. Is it all perfect?...no but I'm happy.

Finally the day arrives when you get to fire up the beast, and hear it running for the first time. But when the car is finally all assembled, it's even better when you roll out of the VTNZ following compliance and vining with a street legal car, that you have mostly rebuilt. If nothing else, it certainly looked the part..... however it wasn't running that well.

When we purchased the car it was partially disassembled, comprising mostly boxes of bits, and no where among those bits was a distributor, so among the numerous parts purchased was a new repro lucas distributor from the online merchants. Right from initial start up, we had nothing but trouble with it. The car never ran well, and any run over a few kms resulted in fused points and the issues continued no matter what anyone did. Eventually I found an old school distributor man who basically said the new distributor was rubbish, the internal spring advance mechanisms were rubbish and the whole thing was advancing to in excess of 40deg. His best suggestion was throw it away. So after borrowing a spare body from another mate I scavenged enough parts, weights and springs to build a functioning distributor that allowed me to at least get the first 800 kms on the clock.

As luck would have it I spent a large part of last year in Europe and while there I visited a number of the main parts suppliers looking for a long term alternative and after discussions with them I eventually decided to purchase a distributor from a company called CSI in Holland. CSI make fully built up electronic distributors in original looking Lucas bodies, each distributor has 16 pre programmed advance curves specific to your car make. You then switch each curve by using a small screwdriver until you have the advance curve that provides the best timing and performance option in your car. The theory is that the original timing setup is likely no longer optimal for your car in its current set up. Fuel is now different, engine modifications, carb settings etc so many things are different now hence the reason these distributors offer 16 different curves specific to the model of car so you can select the best option for your set up. End result I have purchased one and fitted it to my car and have to say now I am finally happy with how it all runs.

The good part is if you need a distributor and this sounds like you, give me a call, as I have secured the distribution rights for CSI distributors in NZ and are now bringing them in. Options are available for almost any Lucas equipped British classic. The fully built up original looking distributors are available in pos or neg earth, vacuum or non-vacuum options Triumphs, Jags, Healeys, MGs, minis etc etc. These aren't cheap but have to say it has worked well for me. Additionally if you are a race /rally fan or just like to play, they also produce Bluetooth compatible options that allow you to programme your own curves, and you can set these up and alter while the car is driving either on a rolling road or on the road itself while you achieve the perfect tune. You can look like one of the guys off "Street Outlaws" while you programme your distributor.

So where are we at now, This weekend after writing this article I will be reattaching the rear shock mounting points and then heading off on a good drive once again. Like all new builds there are a few teething problems, the car definitely has a firm ride, and it sticks like glue to the road. There are a few rattles and squeaks I need to sort, they really annoy me, but the look has certainly attracted a lot of attention, with the colour getting the most comments, it really seems to suit the style age and era of the car.

If you want to chat about a distributor contact me on classicupgradesnz@gmail.com

Cheers

Jim Davis

0274336390



The Registrar Reports...

At 7/2020:

TR7DH, rego. NS2619, 1981 blue, ex Vishu Singh, now with new member Dave Jackson, Timaru. djackfix@gmail.com Pix on file.

TR4A comm no CTC73537-O, engine CT73845E/S ex the late Ashley Southgate. Now with Chris Empson TeAwamutu, new rego is CE513. Pix on file.

TR6 comm. No. CR5333-O at Waimak Classics for \$75,000. ex Julian Jones Auckland restoration.. Pix on file

A magnificent piece of history - travelled 1325 Miles since body off restoration in 2015, this Triumph is arguably one of the most beautiful TR6's in New Zealand Manual with Overdrive, it drives and works like a new car and would be a talking point in any collection.

The Triumph TR6 ranks as one of the most popular British sports cars ever made. Prices have certainly strengthened over the last few years, and are sure rising.

At 8/2020:

TR3A comm. No TS42274-O rego TR3A TradeMe for \$42,500. At Autoclassics, Paraparaumu Beach. Pix on file

Lovely TR3A that has had lots of recent maintenance and been very well looked after for many years. Mileage reads 20,700 miles, looks very much like just 120,700 miles from paperwork history and NZTA paperwork. Gorgeous colour combination of Old English White with tan interior. Hood, tonneau, sidescreens, all in excellent condition. Drives very well. Nothing to spend. A car to be proud of and enjoy.

TR6 comm. No. CR2641-O rego OC5741, 1973, BRG; confirmed as owned by new member Greg Vincent (NZ Classic Car magazine)..

Body restored twice, once in UK, one in NZ.

TR6 comm. No. CR5507-O ,rego MIDLYF, now returned to previous owner/new member Doug Burt, 320 Titirangi Road.

Purchased this car off Corrin John about 21 years ago, 4 years later sold it to Mike Hope-Cross after carport fell on it. Purchased it back off Mike about 4 years ago. Was a very good original car, never made over but doing that now whether needed or not. Only 2 x 20mm rust in lower front guard behind clip that holds chrome strip in. Next job is gauges and dash freshup.

TR3A comm. No. TS42274-O, engine number TS42867E, body number EB42331, white, with new member John Palmer, Pix on file.

TR2 comm. No. TS65-O engine TS69E. pearl white, grey leather ex factory 30/10/1953. Factory trace to hand, see PDF files. details received from TR Oz.

Earliest TR in NZ Register. *Bought new in NZ by Howard Amos – first registered 1954. One of the first batch shipped out from UK. Now in Australia – 2002 update: car now restored and on the road!*

At 9/2020:

TR2, comm. No. TS4126-O, engine no. TS4477E, yellow to be Green.

History : Bruce Gibbs of Nelson owned this car from February 1983, he passed away December 2019 Bruce Gibbs was a talented engineer known in Christchurch for his contribution to Motorsport Solutions who build Formula Ford and Formula 5000 race cars.. I purchased it from his sister Heather. I understand Bruce drove the car in the 80's and sometime early 90's stripped it down to restore. He got as far as cutting out the rust and fabricating the body floor and rear end. I've purchased it stripped down and am now embarking on the restoration.

TR7FHC comm. No. ACG14321, rego. No IN3790, yellow, NZ new, 16 owners including Laurie Haines. , TradeMe reserve \$8,000; Sold for \$10,700.

In very good, rust free condition. Has had 1 owner for the past 35 years. Always been garaged. Engine overhauled in 1992. Only selling due to deceased estate. Inspections and questions welcomed. Rego on hold. Can be viewed on a hoist in Church Bay, Christchurch.

TR2 comm no. TS3653-O, rego CP9071, gray; TradeMe \$45,000. Pix on file.

1954 longdoor TR2 delivered to Auckland, certificate of registration date stamp 17th Nov 1954, documented mileage and owners ,frame off resto 17 years ago, o/d on 3rd and 4th, leather seats, high torque starter motor all else as left the factory, comes with hard and soft tops, hard top is steel factory

TR7DH comm no. TPADJ7AA404559 rego SX3103 now with Ian Macpherson Hawkes Bay.

TR6 comm. No CP52609 rego EUZ619, white, pic. on file. now with new member Geoff Wilkins, RD1 Putaruru

Previous owner was Vic McNally, Auckland. Car came to NZ from Hong Kong in 2002 and was extensively rebuilt - completed in 2009

TR7DH comm no. SATTPADJ7AA 407835, 1981, rego TRUMP, rebuild by Bruce Hislop nearly complete.

Just a note to remember long-time TR man Ashley Southgate, who provided much assistance over the years...R I P.

Kevin

Spare a Thought

A very large box (see below) for Moss UK arrived on my driveway on the last day of August.

I would have preferred to have been at home when it arrived, so that it could have been left out of the way and allowed me to get the cars in and out !! However, after a few words of encouragement from Mrs H, I was on to the job and had it unpacked and the “very large box” was removed in no time. (Checking off the nearly 1000 items it contained took a little longer.)

There were 11 indent orders this time round, with parts ranging from simple screws and washers thru to a pair of seats, a new boot lit and a front wing. (Amazing what can be packed in one very large box!)

By the time you read this, the new stock will be stacked away and the latest Parts List will be up on the Website.

As mentioned last time, we are working on how to provide the best spares service to Members. Although this review was started nearly a year ago, there is no perfect answer and it is still a work in progress.

As a footnote, and in the spirit of recycling, the “very large box” does have a second life. Previously I have taken them along to the local Kindy, where they have provided for a lot of re-imagining as fairy castles, dragon caves, space ships, secret hidey holes, etc.

This time round it is being re-imagined by my Granddaughter.

Happy Days

Ian.



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.



TR7 1980

A very well known car which took 3
years of intense rebuild and paint to get
it to what it is now. There is a written
account of all the mechanical work.

Has won 5 Nationals Concours in the
standard class. And the AA competition
in Invercargill.

Offers invited

Keith & Bev Allott
03 4891726

T R 4 Hood bows.

On behalf.
For particulars, contact

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

TRansactions



1973 Triumph TR6. Rego TR6 I,

With Over Drive, Soft Top, Top Stowage Cover, Tonneau Cover and Hard Top.
188317 kms.

5 new tyres, a new set of adjustable telescopic shocks all round, a new radiator core and a new clutch.

The car has an electric cooling fan, electronic points, S Steel exhaust system, rocker assembly oil feed, cartridge oil filter, radio with a CD stacker which is boot mounted.

Lots of spares including a complete fuel injection system with manifolds, pump and metering unit, starter motor, wiper motor, complete set of light lenses and boot lid rack. Plus lots more.

Present owner for 25 years.

\$24,000-00 ono.
Personalised plate Included.

Contact: Dave

westcotts@xtra.co.nz

095358802.

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)



WANTED

Parts for TR2-3A

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

PHONE
Peter Seaton

0274915566



Canterbury cars and team parked up at Benmore Dam



Previous members back in the fold (TR7). - see P12/13



TRIUMPH T. R. 3.
still the best in the
2 litre sports -
- racing class



ROADSTER

£895

**HARD-TOP
MODEL**

£970

Full details from :

STANDARD-TRIUMPH
(Eire) Limited

Sales : Percy Place, Dublin, Phone 66971/2

Service : Percy Place, Dublin, Phone 908931 (4 lines)

Assembly & Spares: Cashel Road, Kimmage, Dublin, Phone 908931 (4 lines)