

# TRansmission





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# TRANSMISSION

<b>CONTENTS</b>	
<b>TRanSport</b>	3
<b>Editorial Team Talk</b>	4
<b>Top O' The North Tales</b>	6
<b>New Members</b>	7
<b>City Of Sails Report</b>	8
<b>Bay of Plenty Travellers</b>	12
<b>Hawke's Bay Happenings</b>	13
<b>Wellington Wafflings</b>	16
<b>Calendars</b>	16
<b>Top O' The South</b>	17
<b>Canterbury Tales</b>	19
<b>Deep South Group</b>	24
<b>Concours Competition</b>	26
<b>Grand Prix TR2 Rebuild</b>	30
<b>Trouble With Your Pipes</b>	35
<b>FMC Message</b>	37
<b>Tips and Technicalities</b>	39
<b>Registrar Report</b>	40
<b>Links</b>	40
<b>Transactions</b>	41

## **FRONT COVER OUTER**

Essential Deliveries - will they all fit in! (See DGR, Auckland)

## **FRONT COVER INNER**

Lonely (or should that be Lovely!)  
TR2 at Goodwood

## **BACK COVER INNER**

Jon Harrey's 1933 Triumph Super 9

## **BACK COVER OUTER**

Another lonely TR - this time in Bay of Plenty. Looks good though.

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 pleased to provide my last column for 2024, another year which has flown by!

We held our 2024 NZ TR Register AGM in early November. For the first time, it was a Zoom-only affair. Your committee was delighted with the very strong on-screen attendance from members from all over New Zealand. Thank you for your support by attending and thank you for your feedback at the meeting.

I don't intend to repeat any of the issues that were covered at the meeting. You have received and I hope read my President's Report and Bruce Baillie's Treasurer's Report and the financial statements and have a good sense of what's been going on and what's in front of us as a national Register.

The reports were formally approved at the meeting and there was strong support for the work being done and the initiatives implemented on your behalf by the committee. There were also a few excellent suggestions which we will pick up.

Thanks to Bruce Stewart and Bruce Baillie for putting their hands up for re-election onto the Committee, and to members for reappointing them at the AGM. We need enthusiastic volunteers like these gentlemen.

Having recently attended the first "new season" run here in the Deep South, all I can say is that if the enthusiasm, laughter, and friendship we enjoyed over the weekend is typical of local events throughout the country, our national club is in great shape.

Get out there and make the most of it. Cheers

*Stephen* President

# EDITORIAL TEAM

## TALK



Summer is well on it's way - some great weather here in Nelson. I caught up with Top O' The South group leader Jon Harrey recently for coffee. He brought his latest acquisition along - a 1933 Triumph Super 9 (see also

back page inner). A fabulous wee car - I know Jon will have a lot of fun driving it. It was produced only a few years before the motorcycle production arm was sold in 1936, but as we know, car production continued for several decades (with the odd hiccup along the way).

I caught up with Jon again, along with a few of the other Top O' The South stalwarts a few weeks later on a stunning day at Lake Rotoiti (see Top O' The South Report). Jon did have a small issue with his TR7, so ended up bringing another car (I've printed the picture very small to save him any embarrassment but you can use the zoom feature if you're interested - just don't tell him I suggested it!).



A great drive, good company and even a swim before heading home to round off the day. We do live in a fabulous country, it is good sometimes to remind ourselves how fortunate we are.

My daughter is home from university so I have been for a few outings in the TR with her. She is getting to grips with the idiosyncrasies of an old car, and she looks fabulous driving it. She even helped me to polish it last week. Saying that, she is using the family car for work so I've been using the TR come rain or shine. A good excuse to get it out though. Her brother will be back for a few weeks at Christmas as well, so the TR should get even more use.

That's it for now, hope you enjoy the mag and have a good Christmas and New Year.

*Deadlines for the next year are:*

<i>Edition 1</i>	<b>Friday 14th March</b>
<i>Edition 2</i>	<b>Friday 30th May</b>
<i>Edition 3</i>	<b>Friday August 15th</b>
<i>Edition 4</i>	<b>Friday 28th November</b>

As always, I'll send reminders to Group Leaders nearer the time but I'm happy to accept articles any time - I can store them and fit them in to magazines as necessary. So, pen to paper (figuratively). Anything - restorations, humour, trips, history etc. Articles in a Word file, photos as separate high-resolution files please.

**DAVE**

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# TOP OF THE NORTH Tales

## Top of the North Group Report – December 2024

Well, spring arrived with a mixed bag of weather. Warm, cold, wet, windy. Despite all of that we arranged a picnic at Mangawhai Holiday Park. Mangawhai is a small but rapidly growing east coast town approximately half way between Whangarei and Auckland. The owners of the Holiday Park are friends of one of our members and as the park was not yet open to the public we had plenty of space. The weather was overcast but windy. Meeting places were arranged for both north and south members and after the usual chat we set off in convoy.



Three TRs made the journey plus a Landrover and MGF. After parking up with a view of the sea everyone fetched their picnic baskets and settled down for lunch. Our hosts joined us with their lunch also. We then had a wander around the camping ground, before heading off home.

The month of December has rapidly filled up with local events such as A & P Show, several Christmas Parades and local car runs. Next on our list is a 'Christmas' brunch in early December at a popular café in Waipu Cove.

As this will be the last magazine before Christmas we wish everyone safe travels and an enjoyable time with family and friends.



## *Brian and Raewyn Cannons*

### *NEW MEMBERS*

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

*Les Seiler*

*Auckland*

*Ivan & Elizabeth Powell SA, Australia 1953 TR3*

*Ian & Tracey Cuss NSW, Australia 1955 TR2 1960 TR3A,  
1962 TR4*

# CITY OF SAILS

## Area Report

### City of Sails Group Report – December 2024

#### September to December

The Auckland group has had an eventful few months filled with runs and activities. Monthly Pub Nights have been well attended. Here's a look at our recent events and what we have planned for the near future.



#### **The Distinguished Gentleman's Drive**

In September, our group dressed dapper and participated in The Distinguished Gentleman's Drive, a charitable run for classic cars aimed at raising funds for

Prostate Cancer and Men's Mental Health. Braving the chilly morning, five hardy TR drivers and their passengers embarked on a delightful journey through Auckland, concluding the run at The Hunting Lodge in Waimauku. The camaraderie was further strengthened over pizzas and platters for lunch, making it a memorable outing for all participants. Prizes were won by Dennis Greenman who won Best Dapper Dressed and Jamie Hudson Best Runway Pose and Moves, good work team.



## **Annual Isadora Duncan Rally**

In October, our annual Isadora Duncan rally took us south into the picturesque Waikato region. This year's route led us over some roads less travelled, offering new scenic experiences to our drivers. Remarkably, no one got lost, and we all arrived at the charming Woodlands Historic Homestead Café for lunch, with a splendid view of the cricket green. The rally saw a tie for first place, between Shaun & Alex TR6 and Kevin & Allysa Spitfire which was resolved by a unique yardstick measurement challenge — drivers had to drive up to a stick without touching it, and the distance between the bumper and the stick was measured. The closest one won, being Shaun & Alex. Thirteen cars participated in this exciting event.

## **Upcoming Events and Plans**

Planning for the National Weekend in February/March is well underway. We are diligently ticking off tasks from our to-do list to ensure a successful event. To gauge the current state of our members' vehicles, we conducted a car survey, asking Auckland members about their cars' conditions — on the road, off the road, and under restoration. The results were very encouraging, showing that Auckland's TRs are in great shape and actively being driven, which is fantastic news for our marque. Keep up the excellent work!

## **December Run and Social Gatherings**

As we look forward to December, we have a run planned to Waipu, where we will meet up with the Northland Group. This will be a wonderful opportunity to connect with fellow enthusiasts. Additionally, our last pub night of the year will be a BBQ at our place, providing a relaxed and enjoyable atmosphere to celebrate the festive season.

## Holiday Wishes and Future Engagements

We wish everyone a fantastic Christmas, filled with sunshine and plenty of driving adventures. We eagerly anticipate the National Weekend in February, which will kick off with celebrations marking 50 years of the TR Register. This milestone event promises to be a highlight of the coming year, and we look forward to seeing everyone there.

In conclusion, the Auckland group's dedication to organising and participating in classic car events not only strengthens our group but also ensures that our beloved vehicles continue to be cherished and enjoyed. Here's to many more exciting runs and activities in the future!

## *Murray and Steph*



# *Bay of Plenty Travellers*

## **Bay Of Plenty Group Report – March 2024**

Bay of Plenty Travellers - or more appropriately the 'non travellers'! Many of our small group have been overseas during the winter months so have not been available for runs or pub nights, so although they have been organised we have no takers, and turned up on our own.

Unfortunately we fared no better in spring, but we appreciate the members who send in apologies.

To address these failed events next year, we may try just informing the group when we , or others are attending an event, or planning a run, and send an invitation to join, and from where & when we are leaving. In the case of the pub nights, maybe change them to meet up at a local 'Car Meet' on a monthly basis, and plan a run from there!

In the meantime we can try plodding on in the above vain, and hope to stir more enthusiasm!

Let us hope we have something to report in the next magazine.

MICHAEL

# Hawkes Bay Happenings. .

## Hawkes Bay Group Report – December 2024

Spring in the Bay is being kind to us as we hear of cold temperatures and flooding in other areas. We arrived back in NZ in early October after a couple of months of 30 degree temps in Europe, mostly Italy.

Our 10 days in the UK were of course typical around 18 degrees and it rained over the Goodwood Revival Weekend. Of course the event was fantastic and the car racing something well worth a trip across the world to see. The amazing range of cars, from pedal cars to Ferrari 250GTs and all being raced at 10/10ths, tens of millions of pounds worth - even a lonely TR2. Coverage available on YouTube.



**Vanguard RA4 at Goodwood**



**Maserati 250Fs**



**TR's at Brookfields Winery**

Back to reality and planning some events to get our TRs back on the road again. Our first event was a spring run to Brookfield's Winery for lunch. A perfect spring day saw 9 TRs turn up for a lovely lunch and glass of wine, some even got to have a tasting. Much chatter as everyone caught up with who had been where since our last outing.

The beginning of November was set for a Car Show on Marine Parade to celebrate the 150th Anniversary of Napier becoming a Borough.

November 15th a run across the hills to Taihape for lunch, this is a great piece of road over Gentle Annie. Unfortunately after a spell of lovely weather the rain Gods were against us so it had to be postponed.

By the time you read this we would have had our Christmas get together hosted by members David and Jane in their Mac Cave, amongst David's collection of cars. A very appropriate venue.

So the end of another year which went by rather too quickly and the start of NZ TR Registers 50th year. See you in Auckland for the National Weekend.

Happy TRing, Merry Christmas and all the best for 2025

Graeme & Joy & the Hawke's Bay Group

# Wellington Wafflings...

## Wellington Group Report – December 2024

Wellington group pub evenings are on the last Wednesday of each month. Local members will receive advice of the venue for the month by email, or contact Jonathan on [021 124 7950](tel:0211247950).

**Jonathan**

### TR Calendars

There will be no calendar produced this year but the idea remains alive for next year with a special 50th Anniversary calendar in which we hope to feature each of the TR's from TR2 to TR8. Accordingly, please get those cameras clicking in order that we receive a good selection of images from which to create our calendar. Scenic shots, action shots, or something a little bit arty (no nudie shots please!) – we will welcome them all for consideration! Images will ideally need to be 1 to 5 mb to ensure good reproduction.

We will provide further information in upcoming Transmissions so keep an eye out in TRansmission # 202 in the new year.



# THE TOP O' THE SOUTH

## Top O' The South Group Report - December 2024



A delightfully warm and sunny Spring Sunday saw 3 cars from Marlborough and 3 from Nelson head up to Lake Rotoiti for a relaxed lunch at the Alpine Lodge followed by a lakeside line-up for a photo op. Group leader had an embarrassing start to the outing when strange noises started emanating from his rear end – well actually it was the TR7's rear end! A 'U' turn and a sedate trip home ensued, a replacement vehicle found, and the trip to the Lake completed, albeit 10 minutes late.

Blenheim member Jon Haack has an interesting project currently on the go recommissioning a fine looking TR3 that has in its past life been campaigned at various track and road events including Targa rallies. Jon has previously been involved in Targa events in his Spitfire and is looking forward to finally getting the TR3 completed and on the road. We'll be covering Jon's progress and the history of his TR3 in a future article, so watch this space! Here's a little preview of the car as it currently looks.



*Jon*

# Canterbury Tales...



## Canterbury Group Report - December 2024

On the whole, Spring has been kind to us in Canterbury. Scheduled runs took place in dry weather although the September run commenced from the Vintage Car Club rooms in a steady cold drizzle. We soon drove out into cool sunny weather which persisted for the rest of the day. The final destination was the pub at Greta Valley, which had already been populated by the Holden Club. TR's became distributed amongst much larger ironmongery, however they had left a space for a small group of us for a photo op'.

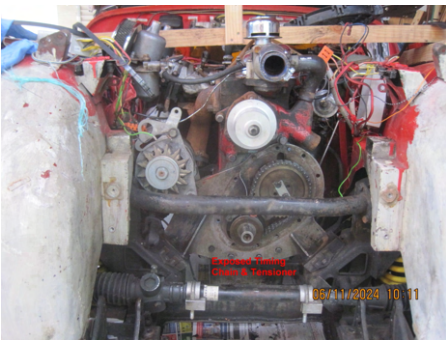
October activities were arranged by the Thomas's, our mid-week Dinner was held at a cycle themed restaurant (The Pedal Pusher) ironically, and their Sunday drive took us for a brilliant Canterbury run on long straights with very light traffic, terminating at "The Good Home" in Pegasus for lunch. A broken wire at the ignition coil being the only casualty but swiftly "Heath Robinson-ed" to have a proper repair done after return home.

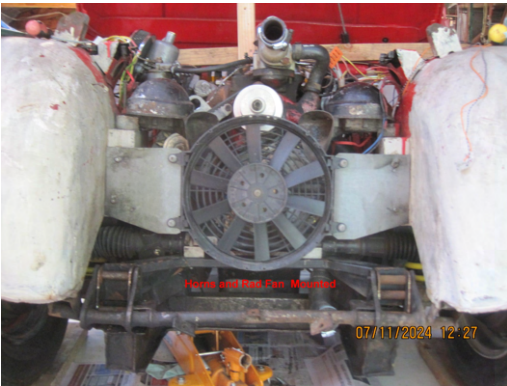
November sees the Bairds fronting up with a Sunday run of 60kms from Templeton to "Fishermans Wharf" in Lyttleton, and the mid-week dinner will be at "The Good Home" Wigram. The coffee meets and the meals are an important opportunity fostering camaraderie and networking.

Spring has sprung and it's warmer in the garage. Thoughts have turned to NW2025 and it's a long way to Auckland. Rob Taylor is motivated to get stuck into a proper repair on his slipping clutch problem, which will probably turn out to be more than the broken taper pin he has already encountered, but that's his story to tell elsewhere (see following article - ed).

I must have one of the older cars in the Group, at 70 yrs and 50 of them in my custody and with the pilgrimage to the NW in February, I considered a radiator flush would be in order. Being possibly the original radiator, the rust particles holding hands disappeared down the drain and my radiator promptly resembled a sieve. While it was away being recored, mission creep inevitably set in, and I was tempted to check the timing chain tensioner and replace the front crank seal while the front apron was off the car (not a "side of the road" job at my age if I can possibly avoid it). Thank goodness the steering rack mounting was not welded in.

Our Editor likes pictures (yes I do!), so I've included a series of the assembly stage:





My first Report, hopefully it will get better (and easier). Stay Safe and Season's Greetings to you all.

*Steve Rafe*



(Well done on your first report - car looks great, Dave)

## Nationals 2025 - “It started with a WOF”

Planning ahead for the trip north to Nationals 2025 I decided to defer getting a WOF until mid-October to ensure the next WOF wasn't due until we were safely back in ChCh in mid-March. Our longstanding mechanic had closed his business, so I dropped the car into a local “classic car” garage for the WOF and to bleed the clutch hydraulics after I'd installed new master & slave cylinders as I was trying to fix a developing, slipping clutch. There were a number of issues to fix for warrant to be issued but the clutch was more of a challenge. In short, they got it operational but it still slipped in 3rd and 4th.

### Clutch Slipping

The slipping wasn't terrible, but annoying, so I decided to take the car home and initially thought we'd complete the 2025 Nationals with the car “as is”. Speaking with a few of the “local lads” on a TR Sunday drive I started to have doubts about how wise that decision was. Being relatively risk averse (and wishing to maintain marital bliss) I decided the clutch need to be looked at, but the question was, by whom? The garage was certainly able and willing to tackle the job, but it came with a further challenge for the already parched wallet. My mechanical background is limited to say the least but when speaking with Stephen Rofe, our new local TR Leader, he gave me encouragement to consider tackling the project and kindly showed me a spare gearbox he had in his garage. He also pointed out things to look out for, including the notorious “taper pin”. Armed with this knowledge, looking at numerous YouTube videos, articles in Transmission, and various Manuals I decided the project could be tackled in-house. With time on my side, I proceeded with small steps each day to dismantle the car taking photos at every opportunity and putting all the nuts, bolts and other bits into labelled plastic bags. With the gearbox exposed it took me a day to pluck up the courage to get in the car, get physical, & wrench it out, a process made easier by a crane which Stephen had lent me.

## Interim- outcome

At the time of writing the gearbox & clutch are sitting on the garage floor!. What I found was the taper pin was in fact broken.



Removing the broken part of the pin would have been an issue had it not been for suggestions provided by “buckeye triumph” of drilling a hole in the Clutch Fork and pin punching the broken piece out. This was also referred to in the September version of Transmission. I am waiting for parts to arrive at which point the challenge of rebuilding/reinstalling will begin. What could possibly go wrong I ask. We’re not quite there yet, but I’m confident we’ll have it all back together in the next couple of weeks & ready for a test drive before heading north to Nationals in February to admire the cars, enjoy the celebrations and renew TR friendships.

**Rob Taylor**



## Deep South Group Report - December 2023

Another spring to bring sunshine one day and a blizzard the next day, such is the Deep South weather. The last couple of months have been quite quiet down here. The Dunedin stalwarts have been meeting regularly on the first Thursday of the month for their fellowship dinner. Thanks Steve Higgs for organising the last two.

It has been a busy and full year for the Deep South Group. It started with the immensely successful National Weekend in Alexandra and after tour through Otago and Southland. We then had the Autumn run, through the amazing colours of the region. The mid-winter run was also great fun with the curling being enjoyed by all.





Murray Coomer did a magnificent job rounding up the Dunedin members and put on a great display at the Autospectacular, held each year in Dunedin in October. We had 4 cars entered and they were immaculate.

**A 1973 TR6 (Brian Hope), a TR4 (Trevor Payton), and two Stags (Peter Watkins & Andrew Dalrymple)**



Next year we have the National Weekend in Auckland and the TR Registers 50th Anniversary to look forward to. Also, we need more members to put their hands up to organise our fabulous runs, it seems to fall to the same 3 or 4 couples every year.

As this goes to print, the last event of the year is the Mystery Run, which happens on the 23rd November. 12 cars registered to attend what will be a great weekend, organised by Dave & Lorna Wright.

Enjoy the Festive Season and enjoy driving our amazing cars on roads with little traffic and amazing scenery.

*Rona and Ian Ramage*

## CONCOURS COMPETITION 2025

The Concours competition is an important event on the club calendar and is held as one of the annual National Weekend activities. The competition caters for all the TR classes including a Pride of Ownership category. With the 2025 Concours rapidly approaching it is timely we remind ourselves what the competition is about and how you can participate. The competition is structured to provide for cars that are standard or modified to be judged in separate classes by model. To enter your TR into the Concours competition there are three necessary steps:

- Entering the TR into the correct category
- Preparation of the TR for the event
- Presentation for judging at the event

Taking each of the topics in order:

### Competition Entry

Preservation of the Marque is one of the primary objectives of the TR Register. The competition is structured to recognise not only those TR's that are "original" and in excellent condition but also recognise those that are non original and in excellent condition. In addition, the competition also caters for TR's that sport the patina of use, are well loved, and are cared for.

There are three main Concours classes, Standard Class, Modified Class and Pride Ownership. Importantly, entrants may only enter one class.

***The Standard Class*** is judged on cleanliness and condition of all components, finishes and originality i.e. as it left the factory although dealer options of the period are also acceptable in this category. Judges will make exceptions particularly with regard to safety features.

**The Modified Class** is judged on cleanliness and condition only; modifications are not considered in this category. If the TR has been “pimped” then it will be best placed in the Modified Class. However if the “pimped” TR (or even semi-pimped) is the subject of a recent restoration its presentation and finish is likely to be better than the day it left the factory in all respects. In this instance it is likely to score very highly and is better placed in the Standard Class category. The potential loss of marks due to modifications will be offset by the high scores it will achieve in the other areas. If your TR is an older restoration and a very well presented example although with modifications, then it is best placed in the Modified Class.

**Pride of Ownership** is for those TR’s that are not of competition standard but are worthy of entry as they are honest examples of the marque. Don’t be shy by thinking the TR is not up to standard as the intent is to recognise the car that is well used and owners are encouraged to demonstrate to the judges why it is so well loved.

To run the competition, it is important as many cars as possible are entered, we need a minimum of 2 cars in each class but ideally up to 5. Where only 1 TR is entered, the trophy is held over for a year and the owner is given the option to enter an alternative class. The judges are also on the lookout for TR’s entered in the wrong class and may suggest they move to an alternative class. Once entered, ideally the TR is not withdrawn from the competition, however if you have had a change of mind please advise the Concours manager personally so the entries can be tracked as a lot of time can be spent tracking down the missing owner.

Finally, the **Masters Class** is open to the first placed winners in all classes from the previous year. Previous winners entries will only be accepted in this single class. The purpose is to avoid the same cars winning from year to year and encourage people to enter their cars in the competition. In the following year the Masters entrants will then be eligible to return to the general competition.

## **Preparation**

To help you best direct your efforts I suggest you download the judging form and judges notes from the TR Register website. Use the material to assess the car, this will help you to decide where to direct your effort. For instance, a new paint job will get you 30 points, whereas if you directed your effort to cleanliness and condition of various componentry there are approximately 130 points available. So, a consistently well cleaned and detailed TR is likely to score well. One comment that is sometimes made is that the TR has travelled some distance to the event, has arrived dirty and as a consequence is to be withdrawn from the competition. I found that with good preparation before setting off, the job to clean the TR on arrival was quite easy as it only entailed a little time to wash and brush away the travel dust and dirt. Packing a few small detailing aids is very useful.

## **Presentation**

The Concours competition is normally held on the first morning of the National Weekend to allow you to relax for the rest of the time and not have to be too fussy about the TR appearance. Having gone to the effort of preparing the TR don't let the car down on the day by not presenting it properly. The judging team have a large workload; they will normally have to judge up to 35 TR's or more in the space of three hours. This means they will spend up to 10 – 15 minutes on your TR, and up to 30 on a Masters Class TR. Start by making sure the details of your car are included when completing the weekend registration form. We need the model, year, commission number, registration number and colour please. If the judging form is included with the welcome pack, please complete the details at the top of the form and leave it on the windscreen. Judges will not open up a TR and ferret about trying to get past all the stuff in the boot or scattered about the floor.

Present the TR by first arriving in good time, open the bonnet and boot, put the hood up, wind up the windows and unlock the doors, empty the glove box and leave it open, empty the boot of all gear, remove personal items. A good guide to remember is, anything not presented will not be judged. Judges will close bonnets and boots etc as they carry out the inspection. Please don't disturb the judges or remove the TR until the competition is completed.

The exception is the Pride of Ownership where points can be gained by making the judges aware of the of how special the TR is to you and back it up with memorabilia if you are able.

The points from completed marking forms are then entered onto a spreadsheet which if all the planets align will readily identify winners and runners up. Winners will be presented with a trophy, medallion and participation certificate. Second and third places will be presented with a medallion and participation certificate.

The results of the judging for your TR are always available, just contact me and I can make them available to you.

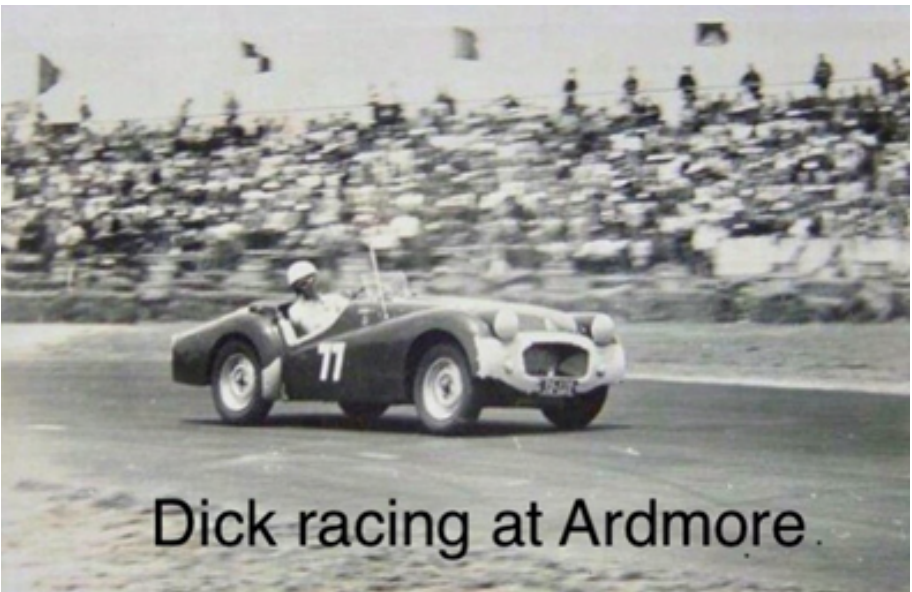
It's not only competitive but a lot of satisfaction and fun can be had from preparing and presenting the TR. Don't be put off entering, look at other examples and share preparation tips with other owners, the outcome can only be raising the standard of the New Zealand TR fleet. Oh and lastly, if you are unable to download the information from the website, ask a grandchild.

**Frank Cleary**

## GRAND PRIX INSPIRED TR2 REBUILD

When I was nine I was taken to Ardmore to watch the 1961 NZ International Grand Prix. This was a time when NZ Motor Sport was at its most exciting. The meeting attracted some of the world's top drivers, including Jack Brabham, Bruce McLaren, Stirling Moss, Denny Hulme and Jim Clark. While this line up was outstanding for any racing enthusiast, for me the highlight was watching the Sports Car Race, because here was my Uncle (Dick Devereux ) racing his red TR 2. As a young impressionable boy I greatly admired Dick for his lively passion for all sports, particularly anything that went fast! So to see him out on the track driving at great speed inspired me greatly.





Dick racing at Ardmore.

Some 45 years later I was considering another restoration project having earlier tidied up a Mk 2 Jaguar. While trying to decide on the type of car, I remembered Dick on that memorable day at the Grand Prix and realised that I could capture the spirit of that time by restoring a TR 2, particularly one with a racing past.



A few scratches after loosing a wheel at Ruapuna

After months of searching, I saw an advertisement for a red TR2 which had a racing history. I thought the car may have been Dick's but sadly that was not to be. None the less, I flew from Auckland to Christchurch to view the car. My first impression was that it was the quintessential "one hundred footer" - looked great at a distance but not too flash close up. A more careful inspection revealed some serious battle damage ( I learnt more recently that the car had been rolled at a race meeting!) and considerable corrosion underneath. But on the plus side, what this car had for me was loads of character. It had an extensive racing past, initially prepared for racing in 1989 and driven by Keith Cowan, and later owned and raced by Alistair McLennen. The car had regularly run on all the South Island circuits and was also raced at Mansfield. My assessment of the car was that it was at a turning point. If left much longer it would have just become a collection of spare parts or with enough money and time spent, it could be returned to its former great status. Of course, I figured I was the man for that job, purchased the car and had it shipped to Auckland!



I had initially thought that installation of new door sills, floor pans and a few other bits and pieces and I would have the car back on the road within about 6 months. Then however I joined the TR Register Auckland Group and was subsequently invited to their monthly pub night. Here I met people, who when it came to TR restorations, really knew their stuff - Frank Cleary and Kevin Tinkler for starters. They were extremely helpful and offered lots of good advice. Two things that took me by surprise - first they said that most restorations of this kind normally took about 7 years to complete and second whatever I thought it would cost, I should multiply it by 3 (in the end, a factor of 10 might have been closer!)

Without further delay I got on with it. I took the car apart and off to the body shop it went. As work on the body got underway it soon became apparent, with the paint and bog removed, that the corrosion was more extensive than I had first thought. It was then decided that rather than just fixing the affected areas the car deserved a total rebuild. Work began simultaneously alongside Frank's Unique TR 2. The rebuild progressed steadily and eventually the body and chassis were finished by R3 Fabrications to an excellent standard.



I was determined to take my TR to the Greymouth Nationals which was in about 5 months' time. I was unable to find anyone who could finish and paint the car within that timeframe, so I decided to undertake that work myself.

Now in total control of the rate of progress I was able to proceed at a swift and cracking pace - working long days and nights. During this period my wife became the "Garage Widow", and progress was good and on time. Meanwhile I had the engine reconditioned by Taylor Automotive where the boss Tom took a keen interest in the rebuild and made a first class job.

In the nick of time, work was completed and the car finally ready to head south to Greymouth. An early start ensured beating the Auckland motorway traffic as we sped south. To my great delight, the car ran exceedingly well on the first stage to Wellington and over the next few days to Greymouth.

After an eventful time at the Greymouth Nationals we headed south on the After Tour with a new water pump and pulley (many thanks to Ken Pfeffer- but that's another story!). After a splendid drive over the Haast Pass we eventually arrived in Cromwell. Here the organisers had obtained approval for the TRs to run on the great Highlands Motorsport Park Racing Circuit. During the rebuild, I had tried to tame down this ex-race car however without much success, the car was still surprisingly quick. Out on the track my TR 2 felt at home, performing and handling exceptionally well. While enjoying this fabulous drive, I thought back to that special day at the 61 Grand Prix and am thankful for the inspiration and passion it had given me to take on and complete such a worthwhile project.

### **Malcolm Devereux**



**The TR today taking it easy in retirement**

## **Have you got trouble with your pipes??**

As we get older its hard to get started in the morning – and also for our beloved cars on occasion. My TR6 had been good for years, but gradually became a sluggish starter. So I went through the normal maintenance checks (several times):

- Compression – 160 on all cylinders
- Timing – spot on at 11deg BTDC
- Tappets – all set at 10thou
- Fuel pressure – spot on at 105psi
- Plugs – cleaned and set to 25thou
- Injectors – all giving a perfect “cone’ spray (once she had finally started!)
- Fuel – drained, replaced with new
- Filters – replaced
- Battery - replaced

But she was still a blighter to fire up, plenty of cranking and a progressive fire on a few cylinders, eventually firing on all 6. Once she was running she ran fine.

### **So what was the problem??**

A number of years ago, when I did the restoration, I made sure that all parts were restored, refurbished or replaced to meet the particularly high standard I had set myself. And where appropriate, upgraded components were used. In this regard I had replaced the original black plastic injector pipes (which had gone very hard, and were likely past their best) and fitted a set of braided pipes to complement all the other bright and shiny bits under the bonnet.

Now, as an aside, there was a fair bit of discussion at the time about these braided pipes not being up to the job. The argument put forward was that they could not handle the pressure – literally. But given that the braided pipes were manufactured using flexible brake line and as this is rated at about 4000psi they would surely handle the 30-35psi that injectors open at. So there should be no issue with the braided injector pipes should there? **WRONG!**

To solve the problem, it was suggested that a set of standard black injector pipes be fitted. I was somewhat sceptical, but a set were fitted –and Voila! starting problem solved. (Thank you to the team at Hydes – they had come across this before.)

So, if the braided pipes had been good for 10+ years, why start giving problems?

I don't profess to be a technical expert, but the speculative answer is that the flexible pipe material in the braided pipe is designed to be impervious to hydraulic fluid. The pipe material possibly degrades over time in the constant presence of petrol. Not necessarily to the point of catastrophic failure, but perhaps softens sufficiently to become slightly elastic. This means that the pipe could swell slightly under pressure, requiring an increasing amount of fuel to be pumped into the injector pipe at start-up to get the injectors up to pressure so they can deliver fuel correctly.

**SIMPLE Eh!**

In the 6 months since the black injector pipes were installed, morning starts have been a breeze.....for the car anyway.

**Ian Harris**



## President's personal message regarding 12-month WoF's

All clubs are aware of the detailed proposal that the Federation prepared mid-2024 requesting 12-month WoF's for all vehicles 40 years and older, and lifetime WoF for all 1919 and older vehicles. These proposals were well researched, including extensive risk analysis using NZTA's own DSI (death and serious injury) data and WoF first inspection failure rates across all vehicle age sectors. This proposal replaced an earlier version developed and submitted in 2021/22. The NZTA complimented us on the depth of analysis that was presented in last year's submission. We should also emphasise that WoF regulatory decisions are the sole mandate of the NZTA under government legislation, and the Minister of Transport or other politicians have no influence.

We have received the NZTA's Preliminary Decision, which has **rejected both proposals, but has indicated support for a 12-month WoF term for 1919 and older Veteran vehicles.** In our view, the rejections are based on highly conservative risk management analysis and protocols using what we consider are extreme/worst case viewpoint and scenarios.

We have responded with an interim reply, requesting further details of the NZTA's risk analysis data and the extremely conservative conclusions which have shaped their Preliminary Decision. We have also acknowledged their decision regarding 12-month WoF's for 1919 and older vehicles. Whilst on one hand we await the NZTA response to our interim reply, we are now developing what we call our "Plan B" approach.

Whilst it is too early to share any details, we emphasise to all member clubs that **we are not giving up our pursuit of appropriate WoF terms** that reflect the efforts and investment that our individual members make, and which distinguish our sector as demonstrated by the headline result of the NZ Historic and Classic Vehicle Market Survey, a \$16.5B economic footprint. Plan B may well also identify opportunities that clubs themselves may be asked to take in support of the Federation's efforts.

We will keep you informed through our regular Wheel Torque news bulletin, and direct communications such as this as applicable. I am truly sorry that we are not communicating a more positive result, but our efforts are undaunted.... ***"we still have our foot flat to the floor"***!

Sincerely, Garry Jackson  
President, NZ Federation of Motoring Clubs Inc.  
1 December 2024



# TIPS AND TECHNICALITIES

## **Transmissions**

How many of you find it convenient to drive around town in 3rd gear Overdrive instead of 3rd or 4th gear. Do you realise that instead of wearing out one set of gears, that is, those of the gear you are in, but also another set of gears in the Overdrive. (In other words, eventually the cost of two sets instead of one.)

## **PI Manifolds**

Next time you have your inlet manifolds off or are finding that the engine is not idling well it could be worthwhile cleaning out the balance pipes, also the little bleed holes from the balance pipe to the intake tube just behind the butterflies. These can get partially blocked and not allow an even delivery of air to each cylinder. A long thin brush for the connecting pipes and a small brush bent at the correct angle for the bleed holes will do the job. It has also been known that the steel tube which is cast into the inlet manifold has been mis-aligned and partially blocking the air bleed hole.

## **Temperature senders**

A valuable upgrade worth considering is to fit an adaptor for the temperature sender whether it be electronic or capillary type. Generally, the senders almost weld themselves into the aluminium thermostat housings and cannot be successfully removed. If you are able to remove yours, now is the time to fit an adaptor, not expensive but save a lot of trouble and cost in the future, particularly if it is a capillary sender. Adaptors are available from "Hawkeswoods" Part no. TE5

Ken Pfeffer

# The Registrar Reports...

## REGISTRAR REPORT ...

Kevin is indisposed at the moment, so no report. We wish him well.

*Kevin*

## LINKS

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

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

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

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

### **NZ Historic and Classic Vehicle Survey**

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

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

# TRansactions

## TRansactions

### *For Sale*

TR8

1981

81 TR8



Tidy condition, always garaged. All receipts for mechanical work. Currently resides in the winterless north and needs a younger owner after eight enjoyable years. Driven on Minilite wheels and Michelin tyres. Started life as a TR7 but full conversion using genuine TR8 parts allowed a new registration as a TR8.

Detailed history with car. Value at **\$27,500**

**Warren Thomas 021 0844 2023** [wkthomas99@icloud.com](mailto:wkthomas99@icloud.com)

# 1980 TRIUMPH TR8



69200 Miles

One owner since R/H conversion done in NZ. Rollbar and new soft top when brought. Motor is 4.5 litre, original parts come with it.

Any enquiries contact us.

Asking **\$25,000** ono

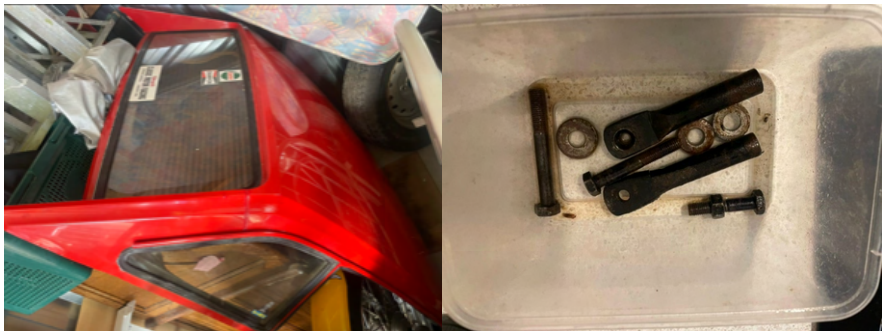
**Bob Grubb 0274731186 or 034411466**

[mgrubb426@gmail.com](mailto:mgrubb426@gmail.com)

10 X Tenax buttons plus fitting tool	<b>\$95</b>
Pair Perspex sliding windows	<b>\$60</b>
Single slider	<b>\$20</b>
TR Timing Chain Wheel and Camshaft Wheel Moss part numbers 057113 & 055971 – new	<b>\$135</b>
Pair of 2X SU H6 Carb jet assemblies bought new and unused	
Moss Part AUC 8185	<b>\$40</b>
Original front Coil spring 9 ¾" ( No longer available ) plus 2 Aluminium spacers and 2 new collars -Moss 100751 plus 1 broken spring if wanted. Photos available. I have uprated my front suspension so surplus.	<b>\$45</b>

Photos available [birdsall@xtra.co.nz](mailto:birdsall@xtra.co.nz)

### Triumph TR6 Hardtop



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

**\$1,950 ono**

**Chris: 021-2408717** (between 6-8pm)

[chriswdorrington@gmail.com](mailto:chriswdorrington@gmail.com)

**TR 6 gearbox out of 1973 model**

Complete with gears and synchros set up for A type OD. Needs to be reconditioned as lower shaft worn. Otherwise provided great service.

**\$750.00**

**Bruce 021479763**

TR2-4A Set of 5 disc wheels refurbished and repainted, 4 hub caps in very good condition with no dents, and 3\* 165 tires.

Free to a good home. Must pick up ph 0274915566

**Peter Seaton (Tauranga)**

*TRansactions*  
**TRansactions**

*WANTED*

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

**Russell Taylor 021 511 511**



ERNIE

Buick

