

TRAnsmiSSion





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TRAnsmiSSion

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FRONT COVER OUTER

TR4 at Classic Alpine Tour

FRONT COVER INNER

TR's at Mangawhai
(Top O'The North)

BACK COVER INNER

TR's at Pelorus Tavern
(Top O'The South)

BACK COVER OUTER

Canterbury Group

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

Hi all. A few thoughts from me on behalf of the Committee who do the hard work.....

1. As mentioned in my last report, members at the Nationals Forum strongly supported the idea of a couple of Zoom meetings each year to discuss technical matters of interest. Details of the first forum follow. Thanks to Chris Stiebel who has kindly agreed to lead this. Chris wants it clear that he will do so as a valued and enthusiastic member and not as a Hawkswood representative - and Ken Pffefer will share his extensive TR knowledge. Have a think about what technical topics you'd like to see discussed, because rather than telling you what we think you are interested in, we will be asking you!
2. Another suggestion that came up at the Forum was developing a list of "preferred" TR service suppliers (mechanical, upholstery, brakes, etc). Your Committee thinks this best sits regionally where we all primarily look for such services, so if you want to share your good experiences with your local TR friends please do so - either formally co-ordinate this through your group leader and come up with a structured list, or you may just want to keep it informal.
3. Thanks to Stephen Rofe, past Canterbury Group Leader who has now handed over to Rob Taylor. The Canterbury group are keen and active and I know Rob will ensure that continues - thanks Rob.
4. While some of you might not enjoy driving your TRs so much or so often over Winter, there's still plenty of opportunity for fellowship with TR friends. Dinners, garage/shed visits, or whatever else you can enjoy together. Our cars may be our main common interest, but our club fellowship offers much more.

5. And get in soon and register for Nationals 2027 in Palmerston North. The local Wellington team are doing a great job pulling together an exciting program including the After-Tour and there's wonderful driving roads on offer in that part of New Zealand.

Make the most of your membership of our wonderful club.

Stephen President

TR Register Technical Forum



The focus for the technical forums are planned to be on technical maintenance issues relevant for our Marque. The topic for the first session will be "Electronic Ignition... The Myths and The Facts and what's right for your TR". This first session is going to be held on **Wednesday 29 July at 7:30pm**. These technical forum sessions will be via the internet on Zoom so all members can attend and from anywhere.

Details for joining will be forwarded to members via email closer to the session date. The format is going to be largely a Q+A session, so come along with your queries and thoughts about electronic ignition systems for your TR.

EDITORIAL TEAM

TALK

Not much group activity over the last few months - I guess people are resting after the National Weekend, and the cost of fuel has also discouraged people from taking their TR's out. So, plenty of room in the mag for some articles I've been holding back for a while.

Jon Harrey has produced a leaflet to inform people of the benefits of joining the TR Register. It is available on the TR register website under Pit Lane and I've also added a link to it on page XXX. Print a copy and put it in your glovebox. When you sell the car, give it to the new purchaser. Also let the committee know and they will send a welcome pack to the new owner. We need to ensure that our membership doesn't slowly dwindle, which will happen if members sell cars and the new owners don't join the club in their place.

Frank Cleary, our registrar, has been reviewing the club database holding details of our cars. As his reports states, many of you will have received an email from him to check the details the club holds on your car. This is an important asset for the club so please ensure you send Frank an update if anything changes on your car.

The National Weekend 2027 is coming up. Book your accommodation early, but particularly important is to book your ferry if you are coming from the South Island (see page 8). The ferry companies are already signalling that space will be at a premium during that period. As usual the club will subsidise the ferry crossing for those of us on the South Island.

A reminder of cut off dates for articles for 2027 issues of TRansmission:

Spring Edition:

- Reminder: 14 August
- Cut-off: 28 August
- Publication: 11 September

Summer Edition:

- Reminder: 13 November
- Cut-off: 27 November
- Publication: 11 December

Enjoy the mag!

Dave



editor@trregister.co.nz

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.

Name	City	Car
David & Helen Bowler	Palmerston North	1971 TR6
Liam Taylor & Reshmi Prasad	Takaka	1972 GT6
Mark & Suzan Edmonds	Auckland	1967 TR4A
Bev Nicolls	Upper Moutere	1954 TR2
Jon & Angie Schwass	Napier	1980 TR7 V8



National Weekend 2027

Palmerston North and Manawatu Region

Thursday 25th to Sunday 28 February

The Wellington team is looking forward to welcoming you to Palmerston North - the Rose City - for the 2027 National Weekend. The theme for the weekend will be Flower Power, which we think is appropriate both to the location, and the vintage of a lot of TRs (never mind the owners ...). Main venues are all booked and the Palmerston North City Council has been very helpful in providing a central space for the concours on Friday. Plans are also well advanced for the After Tour and details, including suggested accommodation options, should be up on the website by the time you read this. The entry form for the weekend will be enclosed with this issue of TRansmission, but don't forget to also secure your accommodation in Palmerston North in good time.

Highlights of the programme:

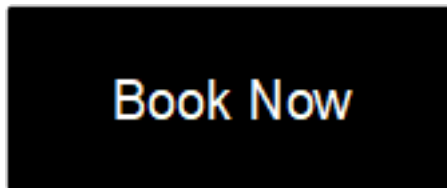
- Welcome drinks on Thursday evening
- Concours at a central site in Palmerston North on Friday morning
- A drive around the region on the Saturday including a visit to unique Kiwi venue Harrisville Speedway, where we plan to organise a gentle gymkhana for those inclined to test their driving skills (no, there will not be a demolition derby!)
- Dinner and prize-giving on Saturday night
- The TR Register Forum and farewell brunch on Sunday
- The after-tour will depart from the Brunch Venue

More information will be provided soon, but in the meantime you can direct enquiries to the Wellington organising team at trnwgtn2027@gmail.com

Planning travel over the Summer Holiday or Christmas break?

Demand for Cook Strait ferry crossings is building quickly, and popular sailings can fill well in advance. To avoid disappointment, we recommend securing your crossing as early as possible. When you book with Cook Strait Crossings you can take advantage of Full Flexi bookings, with no payment due until two weeks before departure, giving you the flexibility to lock in your travel plans now and pay later. Whether you're travelling to visit family, heading away on holiday, or planning a summer road trip, booking early helps ensure you get the sailing times that suit you best. Reserve your space today before sailings sell out. There is a link to an online booking form on Page 19

The Cook Strait Crossings Team



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TOP OF THE NORTH Tales

Top of the North Group Report – June 2026

This quarterly report will be brief as not a lot has happened in car runs up North. We have been mindful of the high cost of fuel and the effect on people's pocket and it takes a fair chunk of money to fill the tank of a TR (even a TR3). The weather has been very unpredictable too with 4 storms in the first 4 months of the year so no runs have been organised. Probably wishful thinking but perhaps we will have a mild winter with not so much wet stuff.

Some of our members belong to another local clubs and have joined their events. Our local classic car club had organised a trip to Mangawhai which we decided to attend at the last minute. The weather was overcast but we decided to take the TR. Amongst the variety of cars on the run was a TR2, TR3 and TR4A. The car needed a run to burn the stale fuel in the tank. Hopefully more to write about next time.

Brian and Raewyn Cannons

Tell Us Your Story

Members are invited to contribute articles for TRAnsmisssion - personal accounts of TR ownership, restorations, poems! Everyone has a story – let's share it with fellow enthusiasts.

Please send your articles to the editor:

editor@trregister.co.nz

CITY OF SAILS

Area Report

City of Sails Group Report – June 2026

As we head into winter, we've actually been enjoying a remarkably great run of weather here in Auckland. There have been plenty of crisp sunny days that would normally have tempted us out for a club run or a weekend drive, however, like many members, we've also been mindful of the continuing fuel situation and the ever-rising cost of petrol. With that in mind, we've decided to keep a fairly low profile over the past few months and haven't attended any events or organised any outings recently.

Our TR is currently still in storage. The good news is that we now finally have a house and garage of our own again, although both are very much a work in progress as renovation projects continue. It's exciting to be at this stage, but it does mean the car will remain tucked away for another month or so yet, while we get the garage sorted and ready. Looking at best ways to store the hardtop, and all those boxes of parts. Loft storage has been installed for a starter.

We're looking forward to finally getting the TR back home so we can give it some general maintenance and have it ready for the spring and summer motoring season ahead. It will certainly be nice to have the car back under our own roof again after such a long time in storage.

In the meantime, we hope all members stay warm, safe, and enjoy whatever winter motoring opportunities come their way. See you on the road soon.

Murray and Steph

Waikato Group Report – June 2026

We have had several events since the last report. The TR Waikato group had a stall at a swap meet that brought back pleasant memories. I hadn't been to a swap meet for years and it was like stepping back in time. It reminded me of when swap meets were an integral part of keeping your classic on the road. As far as sales went, Neil Wright, our Sales Director, managed to get rid of a lot of stuff however buyers for TR parts were not around.

Trying to do things with other TR groups is one of our goals and we managed to coordinate a run with the BOP group so far. Both our respective runs ended up in Highway 27 at the Native Tree Cafe in Mangatarata. The



Waikato group stopped off on the way to see Dick and Marianne Marshall's collection of 30 plus classics of all origins. Several members of the ATCC also joined us for the day boosting the variety of Triumphs on the day. At the cafe, we met up with members of BOP along with 6 cars. Bob Birdsall in his TR3 and a friend of his in an MGA also joined us for lunch all the way from Tairua. A total of 28 people for lunch. The BOP group called in to see the Marshalls collection on their way home. A great day had by all. With the uncertainty of fuel supplies, we did a short local run where participants were given GPS coordinates and they had to navigate their way to this location. This happened to be a very nice boutique brewery with pizza's and a live band. A great way to spend a Sunday afternoon talking cars.



The Autumn Colours Run

Sunday May 24. A wonderful Waikato autumn day. The Square in Cambridge was the starting point for our run. A total of 14 cars (8 TR's, an E Type, Daimler V8, Jensen Interceptor, Chrysler Coupe and a couple of more modern things) headed off on our Autumn Colours Tour. This was an outing that Barry Tervit and his late wife Sue put together, and was planned just before lockdown. The tour took us in a loop along some great TR roads to Matamata for lunch. There were the usual suspects who missed instructions and there was a 'break down' which surprisingly wasn't a TR6! The Jensen Interceptor broke a rack end. The clue was finding there was no steering after backing up from an angle park. What to do? Fortunately, we had a team of expert 'mechanics' on hand who figured out when the rack end broke.....approx 15kms out of Matamata. So, if it drove o.k for that distance, it should make it home as long as there's no sharp turns and no backing up! Did the Jensen get home? Yes, it did with a broken rack end and only 1 wheel steering. The rest of us carried on with the balance of the loop back to Cambridge via Taotaoroa Rd, Whitehall and French Pass. Great driving roads, though the milk tanker slowed things a little, the arrival of a bunch of bikes made it a bit more interesting. It wasn't long until we hit the outskirts of town and headed to our end destination, The Stallions Bar and Grill for an ale and debrief.

Thanks, Barry, for organising a great run.

Kevin T





Bay of Plenty Travellers

Bay Of Plenty Group Report – June2026

Bay of Plenty weather has been kind to us, so we have managed two runs, and two successful Pub nights, kindly organised by Frank Cleary. The pub evening at the village Green was well attended, the food was good & fellowship great.

Mark & Pippa Langford organised a run that took us on a wonderful drive via the Old Tauranga and Waitawheta roads, Paeroa, Ngatea & onto the lunch venue at Mangatarata where we joined the Waikato Group. It was wonderful to catch up with many faces that we had not seen for some time over lunch. Dick & Marianne Marshall kindly invited us to take a look at what is an interesting and eclectic car collection, one that Dick keeps adding to although space appears to be getting limited. The weather was ideal for the run and our thanks to Mark & Pippa together with Vishu Singh who invited us to join them. (Report by Frank Cleary)

On Thursday 23rd April, another pub evening at the Village Green had a good turn out of 16 members, resulting in Duncan & Janine Graham offering to organise a May run, planned for the 13th.



The run on Wednesday 13th saw ten cars meet at the Debrief Cafe north of Katikati on a lovely sunny for morning tea hit, before heading out on the run organised by Duncan and Janine to Whangamata. The Hamlins from Te Aroha joined the group at Waihi, before we headed out along the road, passing the remains of the big slip that caused the cancellation of our March Whangamata run. Bob Birdsall in his TR3A, along with his MGA friend from Tairua, so a dozen cars attended the lunch at the Luv Cafe, before Duncan led us to the first of three private sheds, at which we marvelled at the occupants. Each was very interesting including a 1971 DeTomaso, a new build Beach Buggy, and a 1952 Chevrolet, rescued from Horopito (Smash Palace) providing the basis for a lovely custom built car, complete with raindrops airbrushed on the roof. The detail that had gone into these projects was astounding, and a credit to their owners.



A big 'thank you' to Duncan and Janine, and to the owners for opening their sheds, and answering the many questions that inevitably arose. (Report by Frank Cleary)

The May dinner will be held at Goode Brothers, Bethlehem at 6pm.

Hoping for more of this great weather!

MICHAEL

Hawkes Bay Happenings..

Bay Group Report – June 2026

A quiet period following National Weekend in Christchurch. Our TR2 was in the repair shop for a few weeks having the front guard and bumper bar repaired, mostly waiting for the bumper to be returned.

April 17th a few of us gathered at Snapper Park Café in Bay View for a catchup over a cup of coffee. A lovely sunny morning, great to get out in the TR again.

May 7th we met up for in Hastings for lunch at 3 Wise Birds, another lovely Autumn day. 5 TR's attended which was a milestone event for a couple of them. Warwick and Janice were in their TR3 which had been undergoing repairs since having water damage during Cyclone Gabrielle, a great achievement Warwick including satisfying the Certifiers, lovely to see it on the road again, and Steve and Maree in their TR6 which has just completed a major engine rebuild. You know the kind, one thing leads to another, I'm sure some would have given up, well done Steve. A lot of chat about things we have done and plans for the winter months. Of course a certain person in the USA was mentioned and his very negative effect on the world, particularly fuel prices.



We also discussed the next NW and I encouraged people who hadn't been to one to take the opportunity as it is being held so close to our area.

We welcome new members Jon and Angie Schwass who have a yellow TR7 V8 that originally came from Christchurch. We look forward to meeting you at one of our events.

In the last Transmission I neglected to congratulate Jonathan for what has to be the most entertaining presentations on the next National Weekend – we still chuckle over it. No wonder our politicians never achieve anything. So is that 2030 Jonathan??

Happy TRing, Graeme & Joy



Wellington Wafflings...

Wellington Group Report – June 2026

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**

Johnathan

Links

An electronic version of **TRansmission** is available on the club website: trregister.co.nz/transmission

- **New membership Flyer:** [new-membership-flyer](#)
- **The TR Register facebook page:** facebook.com/TRRegisterNZ
- **The TR Register UK:** tr-register.co.uk
- **Climbing the Moki Dugway:** [finding-the-moki-dugway/](#)
- **Raceterations - performance parts for TR's:** raceterations.co.uk
- **Photos of the National Weekend 2025:** [NW2025](#)
- **Philip Adamson's Classic Alpine tour:** [Alpine Tour](#)
- **Ferry Booking Form:** [Cook Strait Ferry](#)



Top O' The South

Top O' The South Group Report -June2026



March 15 saw the annual hospice fundraiser car show in Marlborough which was attended by Chris Henry in his lovely TR6. An Autumn run on a perfect day saw 4 TR's (3 from Nelson, 1 from Marlborough) head to the Pelorus Tavern in Canvastown for a nice catch-up over a hearty pub lunch. A lovely drive up the Wakamarina Valley followed, taking in the autumnal colours of the poplars, willows and oak trees that align the road and river. (See back page inner).

Jon

Canterbury Tales...



Canterbury Group Report - June 2026

Unfortunately I was taken unwell late February/Early March and I am grateful to all the members who took up the slack. The first opportunity was the Brit & Euro car show where Lyn and Val Scott stepped up. Their report follows:



The BRIT & EURO SHOW was held at Wigram Museum area on Saturday 7th March. We combined Triumph Owners Club & TR Register to get together 10 cars. Well done to the TR owners for getting together at the last minute. And to Neil all the way from Timaru. Some other Triumphs including 2 GT6 were already parked so a total of 18 on display. This is the first Christchurch Brit & Euro. I felt it was so well organised and run that it will get better & better. Put it on your calendar for next

year!!!. Every thing from one of the first cars ever made 1886 Benz to late model Bentley 39's, Porsches, Aston Martin etc. The line up of Lancias was one of my favourites such a distinct stylish beautiful body shape. Also a replica Stratos amongst them. The VW Combi campers drew a lot of attention, so well fitted out. A great day, well worth the early start.

"Lyn & Val"



Glenn and Susan arranged a midweek dinner at Sticks & Stones in Belfast (not Ireland) on 25th March, a great venue where the food was good and the ambient noise permitted conversation at a suitable level for older ears.



The first run after the “Iranian fuel problems” took place on Sunday 29th March when Glenn and Susan organised an outing to Akaroa via Little River to compensate for not having been able to do it during the National Weekend. As chance would have it, there had also been a “Heavy Rain Event” just days before this run and though the weather on the day looked a bit iffy in various Christchurch suburbs, the actual run took place on dry roads and some sunshine. Those who disregarded the gloomy weather and fuel prospects had a great time



The monthly dinner in April was held at “Armadillos” in Beckenham, 15 of us attended and we had a “conference room” to ourselves so it was easy to have a conversation. Unfortunately, the April Run was abandoned as it had been scheduled to clash with a more attractive car show (mea culpa).

Mike and Carole organised the May events as well as the weather. The Sunday Run commenced with coffee at the Vintage Car Club grounds (Old Cars and Bikes) where we joined an eclectic gathering of a surprising number of interesting and well-presented memorabilia both on display and being put through their paces. Chris Miller was proudly wearing the Frank Cleary medal she earned at the Concours, NW2026.



After this, the group of TR's set off for a wintery drive (see back cover) of just over an hour to Terrace Downs near Mt Hutt for lunch in much warmer surroundings. The May dinner was held at the Cranford Ale

House where about 20 of us had an area to ourselves in the welcoming "traditional" pub surroundings. There was much sharing of travel arrangements for NW2027 although it is nearly 9 months away. Many thanks to everyone who contributed photos , arranged and supported activities.

Steve Rofe





Deep South Group Report - June 2026

Nothing to report from the Deep South group this time. As Ian says “just a monthly dinner since the last magazine in the deep south so nothing for you to put in the Magazine. We are trying to get a mid-winter run off the ground, but it is very slow going getting any responses.. Sign of the times as everyone is getting older and the costs start to bite.”

Rona and Ian Ramage



2026 Vero International Festival of Historic Motoring

Having had a bit of previous experience navigating for Dave North in his TR3A, I was very tempted when I first saw the invitation to enter the 2026 Vero International Festival of Historic Motoring.

Way back in mid 2025. I was well aware that the Nelson VCC had worked very hard to garner this significant event in its territory and, since it is only held every four years, the opportunity was just “too good to miss”. So I talked Dave into sharing the costs and we both put it in our diaries. As the date gradually got closer, the steady stream of information made it quite clear that this event was going to be BIG. In the end, there were nearly 600 cars and over 1,000 drivers/passengers entered, some from overseas and many very exotic and rare models seldom seen on New Zealand roads. As it turned out, the roads of Nelson and the Tasman area enjoyed the sight of these great vehicles for the full week of 15 to 21 March. While I’m sure there must have been a complaint or two about the increased traffic, most of the stories I heard were from people who loved seeing these cars around town, helped indeed by a week of beautiful weather - a great relief I’m sure for the organisers.





When we finally received our extensive entry information, it was clear we had a huge number of choices to make regarding what events we would enter. Every day offered several different choices of rally distances, taking into consideration the capabilities of

some of the older cars while at the same time providing some longer runs to allow others cars the chance to “stretch their legs” a bit more.

The Tasman region offers a wonderful range of back country roads, and the planners who drew up the detailed rally notes provided a few surprises, even for local entrants. One of my favourites was a drive to rural Ngatimoti School (60 students) where we were greeted by teachers and students (some dressed in period costumes) with mugs of coffee and homemade treats. Over the week, by my count, we had to choose from something like 40+ different runs across the region

One day was devoted to a “speed event” held at the Richmond Showgrounds. Suffice it to say that this was not actually a race in any traditional sense, but lots of roaring around, then stopping to (virtually) change some spark plugs, refill the tank and even build a bridge over a raging puddle.





And then there were opportunities for the general public to see these cars at various display venues; it seemed to me that just

about the entire population of the area must have taken advantages of these events and rumour has it that the various Nelson restaurants and pubs were more than delighted with the huge uptick in trade. It was obvious that most entrants had gone to great lengths to prepare their cars to look their best - there was more highly polished brass on display than I have ever seen at any display. Added to all this, most nights included some form of entertainment. On the final night, some 1,000 participants gathered at Nelson's Trafalgar Centre for dinner and award ceremony.



Dave and I couldn't help but sit and grin as we watched a dance floor absolutely filled with what can only be described as a group of "vintage rockers". It was a fitting conclusion to a week that won't



soon be forgotten. It only happens every four years, and it will be a while before the location of the 2030 event will take place, but I can highly recommend you keep an eye out for when it is announced – you've got plenty of time to get the car ready.

Wes Dayton

MOTOR SPORT 1971!

A SATISFIED CUSTOMER

Sir,

It is perhaps not the easiest of editorial tasks to set down a note of reasoned appraisal and satisfaction on the good work accomplished by one's publication, as in your October 1971 issue. However in my view this essay was both well said and well written.

Apart from content, the cardinal assets of *MOTOR SPORT* in all its dealings are credibility and veracity. In the past I have subscribed to your weekly contemporaries until overcome by a mounting disquiet at the cloying weekly pastiche of euphemistic euphoria. I was discontinued first one and then the other. Road testing is a case in point; when every new home-produced model is the recipient of effusive paeans and only in long-term retrospect are shortcomings admitted, the effect is invariably one of ultimate disbelief in such a journal and much of its work. In contrast, *MOTOR SPORT's* seemingly singular examinations possess a forthright sincerity which begets trust. One feels that the tester knows his job and will not hesitate to call a spade a spade untrammelled by social considerations or outside pressures.

The calibre of the correspondence in your columns has always been striking elsewhere the care and space devoted to veteran and vintage topics seems as exceptional as it is welcome. Again, in the field of sporting motoring generally, there must be few who would cavil at your treatment of this subject with the knowledgeable, expert touch always discernible.

Possibly the ultimate in content has yet to be achieved but that as it may, your motoring monthly does present a unique blend today and quite obviously this is a major factor in securing *MOTOR SPORT's* growing popularity and authority. Long may you flourish!

K. W. DAWES.

[Well, . . . thanks!—Ed.].



THE TRIUMPH TR REGISTER

Sir,

As Social Secretary of the TR Register I feel that it is not beyond my call of duty to offer *MOTOR SPORT* some recent news about TRs. After all, from approximately December 1969 to March 1970 you surprised all us early TR drivers (and from the Ed.'s comment, it seemed yourselves) by such splendid coverage of TR 2/3/3As through the Readers' Letters.

As was suggested in a couple of the letters you printed, we formed The TR Register in January 1970 specifically to preserve the marquee 2/3/3A. Our first meeting was held in January 1970 at Hesperides Hotel in Steeple Aston (between Oxford and Banbury) and about 35 TRs attended. Since then our membership has increased astoundingly and now tops 600 actual TRs registered, encompassing Sweden, France, Germany, Switzerland, S. Africa, Ghana, Holland, West Malaysia and nearly 20 from the USA.

The success of the Register has been relative to the enthusiasm from the President, Committee and members. It was not long before we were circulating a Newsletter quarterly, holding regular National meetings where further encouragement was given by old Elms and talks from such people as Ken Richardson, Vic Derrington and John Davy of Standard Triumph. There are now also in existence some strong local Groups who carry on similar activities but on a purely local scale under the auspices of The TR Register.

One of the main problems of owning an early TR is the availability of spares and body parts. However, the Register has now built up a strong 'Spare Register' of both old and NEW parts which can be made available to members at reasonable prices.

Also we are now in the process of building up a comprehensive library of information on TRs covering technical, social and historical aspects. As well as this we are keeping a complete photographic record of TR Register activities.

At the time of writing the "season", as it were, is drawing to a gentle "soft top" close and we start taking the TRs apart to clean every nut and bolt—such is the enthusiasm for preserving our cars engendered by the Register—before next April, except for those die-

hards who brave winter driving in such as a TR. The winter season is a quiet time for TR activities but next season should show even greater activity. We shall then—if not already—be RAC recognised and this should open up new avenues for the enthusiasm which continues to be shown. We certainly expect a really spectacular 1972 for TRs.

Elwall,

DARRYL SPRIGGARD.

IN DISGUISE

Sir,

Your magazine has always been a stalwart defender of the general motoring public, and in view of this I think you will be interested in the following which occurred on the M6 motorway recently.

A white Cortina, registration number ATE 921J with a 'Car/Motor Taxer' sticker in the rear window, and containing four young men, was travelling towards Preston in the third lane at an estimated speed of 75 m.p.h. Shortly a motor bike approached in the fast lane and indicated to the Cortina that he wished to pass, but the vehicle would not pull over into the centre lane. Eventually the motorcyclist set his left-hand indicator, moved into the centre lane and passed the Cortina on the inside and subsequently re-entered the fast lane in front of the offending vehicle. Amazingly this vehicle then produced a "POLICE" sign in the back window, switched on headlights and proceeded to chase the motor cyclist to flag him down.

I would be the first to agree that this motor cyclist broke the law twice, i.e. exceeding the 70 m.p.h. speed limit and overtaking on the inside. BUT I sincerely believe, and am sure you will agree, he was provoked into committing the latter offence.

I consider this a despicable trick by the Police, which will do nothing towards improving relations between the motoring public and the Law.

If it becomes common practice for the Police to use unidentifiable cars to administer the law, I shall return to pedal cycling!!

Eastleigh.

C. GRIFFITHS.

We hope this is an isolated case of some over-zealous young policemen being so obsessed with the need to keep all vehicles down to around 70 m.p.h. on our fine new Motorways that they used this unhappy method of enforcing the Law, although, unfortunately, we have reason to doubt this. It is to be hoped that Chief Constables will stamp heavily on this non-British gestapo practice. The crime wave is involving more and more policemen in more mainly pursuits than playing bears on Motorways which could goad drivers and riders into dangerous manoeuvres. It seems to us of some importance to keep the bulk of the population in sympathy with the Police at the present time, in case their help is needed even more in the future than now in assisting the latter in the course of their duties. And the bulk of the population are now motorists, some of whom cannot see anything very criminal in going a bit quickly in or on road vehicles under favourable conditions—so just don't distinguish the schoolmasters as pupils! —Ed.].

AN RM RILEY IN AUSTRALIA

Sir,

The reason I am writing is to inform you that your aura was dimmed somewhat after I read your article "Buying Casually" in the August issue. Rather, tinted green than dimmed, because I am insanely jealous. I have been the proud (to my friends, maniacal) owner of a 1949 24-litre Riley sedan for 30 enjoyable, although expensive, years.

Unfortunately the money I had earmarked for bringing it up to scratch has had to be spent on keeping it on the road. The crankshaft broke a month after I bought it, so the motor's near-new now. I enjoy going on day trips down the coast, and recently I had the passenger check the speed with a watch against the mile posts. When she said 49 seconds I didn't believe her, she speeds doesn't work, you understand, so we double checked and came up with 50 seconds—an effective cruising speed of 70 m.p.h. Considering her age and the atrocious indignities inflicted by my driving, she has still got tons of go—and stop.

An interesting cutting sent by Michael Thorman, showing the history of the TR register UK. The UK club now has over 600 members. My father was an early member - I have retained his membership and his membership number , 95.

The author of the letter, Darryl Uprichard, was a founding member of the Register and did much to help it develop into the mature organisation it now is. He started a very successful company Racetorations that specialised in TR's. They are still running today although I believe Darryl is no longer involved in the day to day running of the company.

Racetorations did extensive work on my fathers TR before I shipped it over - various performance mods to engine and gearbox, uprated suspension, brakes etc.

I have included a link to both Racetorations and the UK TR register on the Links page. With Christmas coming up soon (well, soonish) perhaps now is the time to order some goodies for your TR!. Furthermore, if the cold dark nights see you sitting indoors instead of driving your TR, check out the TR UK register forums - a fantastic source of information and entertainment.

Dave (ed)



TRaction @ the Skope

The weekend of 6/7 February saw the running of the 36th Skope Classic at Ruapuna raceway, Christchurch with a record attendance of some 280 classic cars competing in a range of classes from vintage through to 1960's/70's Muscle cars and 1980's/90's Touring cars. There



were 40 races over the two day event with hotly fought action at the front of the fields and lead cars frequently dicing with each other for the top placings.



Amongst all the action the TR marque was admirably represented in 3 classes. Long time campaigner Rod Corbett was again on hand to mix it up in a field of some 27 entries and although not

amongst the podium finishes it was a joy to watch his immaculate TR3A fighting it out with an eclectic mix of cars from the 1950's and 60's. Those who have followed the TRansmission articles on Jon Haack's TR3 Targa car will recall that he purchased it from Rod and Anne Corbett.



Racing in the Ron Silvester Saloon class amongst Alfas, Fiats, Porsches, Mustangs and Escorts was the blue and gold Triumph TR7/8 of Kirk Ransley. Kirk put up a spirited performance with his best result coming in the

handicap event on the second day of racing. Also entered in the same class was Register member Phil Hoffman, albeit with a rather more competitive Ford Shelby GT350! Phil was also a starter in the John Osborne Saloons where a very quick Steve Scoles impressed in his well-presented white TR7 V8.

Jon Harrey



Classic Alpine Tour



A few years ago, Paul Halford and Jeff Williams created the Classic Alpine Tour, a South Island adventure for pre-1980 sports and GT cars. The concept was simple: no modern machinery, just proper old cars with character, noise, smells and occasionally dubious reliability. It was an event I'd wanted to do for years, but none of my cars were old enough. Then rumours started circulating that this might be the final running, as Paul and Jeff were allegedly approaching retirement age, despite showing absolutely no signs of slowing down. I decided if I was ever going to do it, this was the year. So, 18 months ago I started to return to my motoring roots and look for a suitable Triumph, and, as often happens with classic British sports cars, accidentally purchased a large engineering project. The TR4 was acquired sight-unseen and turned out to need considerably more work than expected. The gearbox oil resembled a glitter-filled cappuccino, the brakes needed written notice, and the steering wheel input was just the opening point for negotiations. Naturally, this only encouraged me further!



I decided to build it into a tribute to the early -1960s Triumph works cars. On went Minilite wheels, a hardtop from the UK and powder-blue paintwork. Five days before departure the car finally came off the hoist. The gearbox hadn't been rebuilt, but we'd changed the oil, crossed our fingers and adopted the time-honoured engineering strategy of hoping for the best. Susan displayed far more common sense than I did and chose to fly down and meet me in Queenstown rather than spend days rattling around New Zealand in a sixty-year-old Triumph. The trip south began reasonably well until an interesting noise developed in the gearbox area at around 2500 RPM. It wasn't catastrophic, but it definitely fell into the category of "sounds that are probably expensive". At that point I adopted the standard classic-car touring mindset: if it's going to fail, it's going to fail. Further excitement arrived early in the morning just south of Christchurch when the generator failed completely near Rolleston. I diverted into an auto electrician just as they were opening. They'd already noticed the Triumph going around the roundabout outside and were admiring it when I walked in. "My generator's failed," I explained, "And I need to get to Arrowtown by dinner time." To their enormous credit they immediately swung into action. A replacement generator was sourced from Christchurch, fitted, and I was back on the road by mid-morning. In classic British sports car terms this counts as exceptional reliability!



A little later the gearbox decided fourth gear no longer needed synchromesh. Driving now involved avoiding the RPM range between 1800 and 2600 where alarming noises lived. The experience became less touring and more ongoing negotiation with machinery, but still the Triumph showed a wonderful willingness to please, and the drive into Arrowtown was magnificent. The event started with a spectacular gathering on the Arrowtown Village Green. Fifty cars assembled in a giant semicircle while owners wandered around chatting and checking out each other's machinery. There were Ferraris, Maseratis, Jaguars, Lancias, Austin Healeys, MGs, Alfas, Mercedes, Triumphs and more. It was a wonderful collection of cars, but what stood out most was the atmosphere - no competitiveness, no pressure, just a shared enthusiasm for driving old cars through some of New Zealand's finest roads. That set the tone for the rest of the event. We gathered at Thurlby Domain amongst beautiful stone buildings and barns, enjoyed wood fired pizzas, Rockburn wine and, somewhat unexpectedly, a harpist singing opera. It was about as far removed from the traditional sausage-sizzle car-club gathering as possible! Saturday morning dawned freezing. The old Triumph roared to life at first turn of the key and we headed for the official beginning of the tour, back at Thurlby Domain.



From there the route took us over the Crown Range, through Wānaka, the Haast Pass, and into some of the most spectacular scenery New Zealand has to offer. At each stop the cars gathered in colourful clusters while owners checked oil, water and tyre pressures and exchanged stories. It felt less like a rally and more like a travelling circus from another era! One thing that struck me throughout the event was the people. Many participants were clearly accustomed to fine restaurants, luxury travel and expensive cars, yet there wasn't the slightest int of snobbery anywhere. Whether we were eating at a winery, a heritage hotel or a community hall, everyone simply enjoyed the company and the experience. Susan and I spent much of the tour filming for what gradually became a rather ambitious documentary project. Along the West Coast we found ourselves stopping repeatedly to capture footage of groups of classic cars sweeping through magnificent scenery. By the time we reached Franz Josef one of the tour's great stories had emerged. A gentleman in a Porsche 356 had suffered a broken fan belt and repaired it using ladies' tights. It's one of those legendary motoring anecdotes everyone has heard but rarely sees in practice. Yet there it was: a Porsche happily travelling around powered, at least temporarily, by hosiery. Apparently he'd purchased every pair of tights available in the local shop to ensure a successful journey home.



The next day took us north through Hokitika to Kumara for lunch where a tiny West Coast community with a population of only 320 somehow managed to feed a hundred hungry participants in the local hall. The hospitality was extraordinary and the whitebait sandwiches were magnificent. From there , another major test for the Triumph: Arthur's Pass. By now the gearbox sounded increasingly agricultural, but remarkably the old car just kept going. The temperature stayed normal, the oil pressure remained healthy and somehow it continued hauling us across the Southern Alps.



A night in Methven and the final morning north to a winery outside Christchurch for prize-giving. As classic cars swept through the vineyard entrance beneath rows of trees, it looked like a scene from a

1960s European motoring film. Various awards were presented, including recognition for the support mechanics who quietly kept some of the more temperamental machinery running throughout the tour, following us around in a van full of tools and spares. Then, somewhat unexpectedly, Susan and I received an award for the couple who most embodied the spirit of the event. We were absurdly pleased with ourselves!

By this point the Triumph had decided reverse gear was largely optional and required a push to back in to a parking space. It seemed to have concluded that it had fulfilled its contractual obligations and would now like a well-earned retirement. Fortunately there was only a short drive left to Christchurch, where the car was handed over to a mechanic friend for further investigation into the increasingly mysterious contents of the gearbox. The Classic Alpine Tour exceeded every expectation. What began as a slightly questionable idea involving an old Triumph, an unhealthy gearbox and a great deal of optimism became one of the finest motoring events we've ever experienced. The scenery was magnificent, the cars were wonderful, but ultimately it was the people who made the event special. The best news? Paul and Jeff have confirmed there will be another Classic Alpine Tour in two years' time. And yes, we'll be there!

Philip Adamson

Check out the YouTube video on Page 19



Tips and Technicalities

Head rest Retainer

Ever since I've owned my 1973 TR6 the headrest has been a problem. On the TR6 two types of head rest retainers were used. I believe up to about 1975 the retainers were of a spring nature and the later cars had a different bracket in the seat frame to hold a nylon retainer. The spring type are no longer available and unfortunately they are not interchangeable. Over the years I have tried different methods to create a tension on the headrest stalk so it would sit in the correct position. Although some worked for a while they all eventually got tired and wouldn't hold the headrest in place. As the cooler months started to set in, I had time to troll the different TR forums and came across an article which I believe was from Canada with what looked like a sensible fix for my problem. This solution uses Nylon rod to fit into the seat bracket and be held in place and can also be altered to create the required friction on the Head rest stem. Maybe at last I wouldn't have to put up with the headrest on the top of my Backbone instead of behind my Head.

Firstly, the main item, an M10 Nylon threaded rod which was the right size to fit into the seat bracket along with a couple of nuts and narrow walled washers. I was able to find the rod in lengths of 1m and as I only needed a little over 100mm I was going to have a bit extra to practice on. The theory was to reduce the centre section of the rod down to allow the Head rest shaft to move but create enough friction on it to maintain it at whatever position was comfortable.

The article I read was able to reduce the centre section by lathe but not having one at hand I decided to try removing the excess in my Drill press using a fine rasp then 80 grade sanding paper. It worked! I didn't have to buy a lathe after all.

After several trials as I reduced the thickness I was able to find a point where the headrest was under enough tension to stay in place but still movable. I also believe that by being Nylon the nuts at each end of the rod can be tightened or loosened to adjust the tension, to some degree. As noted, the items required are M10 Nylon rod, 2 x Nuts and 2 x narrow walled washers (otherwise the washers will show through the back of the seat). The finished rod only needed to be 100mm long but I started with 150mm so I could hold it in the Drill press while I reduced the centre section.



The finished item as per photo was 100mm long, the threaded ends were 26mm and the remaining approx. 48mm was reduced down to 7.5mm to start with. After more trials I ended up at approx. 7.2mm (this could alter from seat to seat). This has worked perfectly. I was able to do it by removing the seat from the car and taking the lock down bar off and releasing the

upholstery back flap of the seat. The bracket is just accessible. Anyone with the same problem and would like to try this fix it, I have some spare rod.

TR 4 -6 IRS Hubs

Owners of IRS cars beware! A part of the car we don't pay too much attention to as long as the wheels are still going round are the rear wheel hubs. Sometimes a problem will be picked up when applying for a WOF but now that we are finally allowed 12 months between WOF's things have more time to go wrong before being picked up. The accompanying photo shows one of the major faults that can happen with the IRS hubs. This was picked up because there was a small wheel movement by a garage doing a WOF check. Don't be too complacent if you feel a bit of movement in the rear wheels it may not be just a tired bearing. In this case it could have resulted in something more serious like having the rear wheel suddenly go past you at speed or the rear end dropping to the ground. Luckily the owner of this problem was saved in the nick of time and no damage done.

Ken Pfeffer



From Murray and Steph - Auckland group leaders...

This is something that Murray and I often talk about - when members don't really know how to fold their soft tops down. We've had people ask us how to do it and are grateful for the info. When we bought our car it had the hand book and also an extra leaflet which explains about the folding. I once looked at it thinking I might try and scan it but it wasn't really going to work...Its from MOSS

Triumph TR250 & TR6

Probably the easiest one of the lot, you first need to release the soft top header rail from the windscreen frame by turning the catch levers towards you. Once again pull the locating pins free of the windscreen frame and rotate the catches back to the closed position (they have a nasty habit of dropping back into the windscreen frame otherwise).

Unzip the rear window so it drops down flat against the back wall, and unclip from the rail if you have fastenings above the window.

Outside the car you need to push the header rail rearwards and slightly upwards, while knocking the hinged soft top side support downwards until the whole assembly begins to fold. Continue lowering the frame and pull top material flat over luggage compartment.

Finally, fold the fabric forward over the folded top frame assembly and turn the quarter window sections inwards, making sure that the quarter windows themselves are free from distortion and the top fabric is not trapped by the top frame.

The Registrar Reports...

June 2026

It has been an interesting period, for some time now it appears that the TR market has stalled somewhat. Primarily, people list their cars on TradeMe and judging by the re-listings the market is fairly flat. Owners are holding out for what they believe their classic is worth although potential buyers may be thinking otherwise.

I have been undertaking a review of the Register database and updating it. Some of you will have received an email from me asking for details of your TR. Invariably we will have the car on record but not necessarily associated with the current owner. As I have mentioned before, to maintain a current database members need to advise changes of ownership and the like. The Register of NZ TR's consists of a number of documents including the original Register of individual cars as PDF documents, the late Barry Wilsons research of all TR2,3,3A & 3B NZ cars, photos of cars compiled by the previous registrar, Kevin Tinkler and a summary of all TR's on a database. The membership database contains information on member's cars also. The origins date back many years and as you can imagine running two databases is not ideal. Some thought is needed as to how we proceed in the future. Thank you to those that have replied to my request, I have now updated your TR details. If you have yet to respond to my email I look forward to receiving your reply.

Helen Ferner attended the VCC Vero Nelson Rally earlier this year and spotted a couple of participating side-screen cars one being the TR2 below which has an interesting history.

TR2 - Rego TR TWO, cream/ red trim. Restored in the mid 80's its claim to fame is that it was used in an attempt on the NZ land speed record in the mid '50s.

New sale listings over the last quarter include:

TR6 – 1972 Rego TEEAH6, Comm No CP 75759-O, O/D, red, black trim, Katikai - \$60K

- Restoration by Brian Sadgrove 2013-2015, 2024 Brit & Euro – best TR in show.

TR6 – 1974, Rego GJK153, twin SU carbs, wires, BRG, black trim, North Shore, Auckland - \$69.950K

- Ex USA, shipped to Australia 2010 and converted to RHD, to NZ in 2012, many improvements.

TR4A - 1967, Rego MYTR4A, Comm No CTC 58100, wires, red, black hood & trim - Waimac \$68.5K

- While no formal servicing or restoration records accompany this car, its condition speaks louder than paperwork. The quality of the workmanship, the fit of the body, the presentation of the interior, and the mechanical integrity all point to a sympathetic and thorough restoration carried out at some point in its life”.

TR5 – 1968, Rego LE1968, Comm no CP674, surrey top, O/D, wires, white, black hood & trim, Christchurch - \$100K +

- First registered UK 9 Jan’68, to NZ 1974, white, black trim, restored 2022-23. Christchurch Concours - Second TR4/4A/5 Standard Class, Peoples Choice Award.

TR6 – 1973, Rego ITR6I, Comm No CR 3103-O, O/D, Hard & soft tops, tonneau, blue, black hood & trim, Wairapa - \$52.995K

That’s all folks

Frank Cleary - Registrar

TRansactions

TRansactions

For Sale

1963 Triumph TR4 - convertible



Personalised plate - **1TR4**. 33028kms ,2200cc. Full professional restoration from the ground up. Returned to the road 2009. (Receipts kept for every nut and bolt used). Manual gearbox - 4 speed with overdrive. Toured both the North and South Islands with the TR Club, winning numerous trophies and awards in the TR4 section of shows

Asking **\$55,000 ono**

Alan Hylton 06 345 1673 hylton12@xtra.co.nz

Original RHD, UK Home Market TR5



I was built on the 9th of January 1968. I was originally sold by F.J. Chalke & Sons from the Talbot Garage in Mere, Wiltshire UK. Based on the TR5 Passion website I'm only one of approx. 400 left in the world from a total build of 2947 cars. My original number plate LE1968 was issued when I was first registered in New Zealand on the 31st of July 1974. The number plate is quite special given my year of build. The engine is the original CP/556-E, 2500cc PI. My Commissioning Number is CP 674. I still wear my original colour with black trim. I was carefully restored (body off chassis) in 2022/23 by Bob and Shirl Taylor. All effort was made to retain my originality, including but not limited to searching in the UK for a true TR5 metering unit, threaded injectors and a very rare original steering wheel. I also have a Type A overdrive gearbox and original drive train. To be transparent I have had two changes made to my original specification these are: uprated rear suspension and a modern fuel pump. All inspections welcome and an extensive photo record of the restoration is available. I recently won 2nd place in the TR4/5 standard class concours in Christchurch and the Peoples Choice award. **Offers Over \$90,000 considered**

Bob and Shirl Taylor..021357298..taylorrb@xtra.co.nz

Large number of TR6 parts for sale after rebuild (too many to list)
Please phone for details of what's available. Te Awamutu

Barry 0274533170..bgtervit@gmail.com

Pair Perspex sliding windows	\$60
Single slider	\$20
TR Timing Chain Wheel and Camshaft Wheel Moss part numbers 057113 & 055971 – new	\$135
Original front Coil spring 9 ¾" (No longer available) plus 2 Aluminium spacers and 2 new collars -Moss 100751 plus 1 broken spring if wanted. Photos available. I have uprated my front suspension so surplus.	\$45

Photos available birdsall@xtra.co.nz

1954 Lockheed rear axle, shell only, the flange on one end is bent but can be straightened. Surplus to requirements, free to a good home.

Frank Cleary 0274393146

Personalised Plate "TR7 "

Cully Paterson 021 478 772 CullyP@terson.NZ

TRansactions

TRansactions

WANTED

TR 3 Door Latch yawl and inner cam, or any idea where to source one

birdsall@xtra.co.nz

I want and need a set of **4x 15" rostyle hubcaps** for a 1969 TR6. I believe that there are several around the country, and I am aware of a set in Dunedin.

Graeme Skjellerup 021388059 gskelrup@xtra.co.nz

TR4A exhaust manifold (part No 306378)

alan.rowe.286@gmail.com

I'm building a modified road legal TR6 that I can use on Track Days and to maybe get back into a little Classic racing. This is your opportunity to make some money, clear your garage of those bits and pieces that you will never use and to see them go to a good home. I'm looking for **performance parts for a TR6**. Engine, suspension, brakes, wheels or whatever you have that might be of interest to me. A set of triple Webers or an uprated injection setup would be helpful. I may also be interested in your unfinished project. I'm Auckland based but happy to travel or pay any freight.

Mike Petersen 0274921462 rover-46@hotmail.com

LITTLE GIRL LOST!

Hi team. This is a bit of a long shot, but you never know, perhaps someone in TRland can help.

My '54 TR2 long door is missing her original commission plate, and body tags. She does have a number plate (CK 7896) which unfortunately is no longer in the system. Original colour was BRG, but being a stylish old girl she looks to have sported red, and possibly white livery at some stage. I'm hoping to discover the original commission number, and body tags, or maybe someone has kept old ownership papers. I've been advised that the records identify a small number of cars that were scrapped. If you are holding a commission plate, tags, papers, photos or anything of that nature that you've kept as a memento of TR2 ownership, that would be of real interest. Please get in touch if you can assist in any way.

Pete Drummond pdrummond@slingshot.co.nz

TR 2 parts wanted

Hi guys. Still need a few parts for my '54 long-door TR2 project

- bonnet hinge passenger side
- "overdrive pull" dash knob
- clutch slave cylinder and mounting bracket
- flywheel, bolt on ring gear type
- starter motor shim plate
- exhaust down-pipe
- seat bases x 2
- engine plate

Pete Drummond pdrummond@slingshot.co.nz



