

TRansmission



ZUKI



Pacific Motor Group



Pacific Motor Group

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FRONT COVER OUTER

Auckland Daffodil Rally

FRONT COVER INNER

Whangarei Daffodil Rally

BACK COVER INNER

Nelson Daffodil Rally

BACK COVER OUTER

Bay of Plenty Drive - Evans Pass

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

Hopefully we are all starting to get a bit excited about the TR opportunities in front of us as we head into Spring. And hopefully you've achieved all the improvements/repairs you wanted to over the "off-season". On the theme of improvements, it was great to attend the first technical forum that I mentioned in my last report and see the program very successfully underway. There was excellent attendance, a valuable presentation from Chris Steibel (thanks again), lots of good questions and discussion, and positive feedback from those who were there. If you missed it, keep an eye out for information about the next session.

Sadly, I advise that Kevin Tinkler, longstanding member and recent recipient of the President's award for his outstanding contribution to the Register, has passed away. An obituary is on page 28

I'd like to thank a couple of people. Nick Kemp has kindly taken up the reins as Group Leader for the Bay of Plenty group. And Michael Thorman, who has very ably carried out the role for the last 5 years and decided to step down. As I've said before, and will keep saying, your club is reliant on willing volunteers to keep things rolling - Group Leaders, Committee members, Nationals organisers, and local run/event planners. We appreciate you all.

You'll receive official notice shortly, but a heads up about our Annual General Meeting on the evening of November 12. This will be on Zoom, so you can attend from anywhere in the country. Last year was a record attendance and it would be great to see many of you there again. If you want to hear about what the Register's achieved in the year and a bit about our financial position, and ask any questions, be there! Until then, enjoy those TRs and the TR fellowship. That's what most of us want from our club.

Cheers

 President

EDITORIAL TEAM

TALK

A mixed bag for this edition. Some groups have been quite active while some have been put off by the weather. Good to see several groups, including the Top O'The South group getting involved in the Vintage Car Club Daffodil Day rally. This is now a huge national event raising hundreds of thousands of dollars for cancer research. A great chance to get out and show off your car whilst meeting old and new friends, and all in a good cause.

The National Weekend 2027 is coming up fast - make sure you have entered, booked accommodation, ferry etc. Time flies - before you know it we will be in summer, driving with the top down and trying hard not to get sunburnt. I write this after a cold, rainy day but I am ever the optimist!

If you sell your car, let the committee know and they will send a welcome pack to the new owner. Alternatively print out the welcome brochure on the TR Register website ([new-membership-flyer](#)) and pass it on to the new owner.

One more edition for 2026 - the Summer Edition:

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

DAVE

editor@trregister.co.nz





National Weekend 2027

Palmerston North and Manawatu region

Thursday 25th to Sunday 28th February

Preparations continue for the weekend and it is good to see that quite a few people have booked their accommodation with one of the hosts on the list circulated earlier this year. If you haven't booked yet, have a look at the options available on the website, but note that special offers may no longer be available.

The following outline of the weekend lists the key events, but full details and timings will be provided in the programme you will receive on arrival.

The weekend commences on **Thursday Evening** with registration from 4.30pm on followed by welcome drinks with finger food at the Distinction Coachman, 140 Fitzherbert Ave. Please make your own arrangements for dinner.

Friday morning is the concours, venue depending on whether conditions are wet or dry, but in either case handy to the centre of Palmerston North. In the afternoon you will be free to explore Palmerston North and sites close by.

Friday evening dinner is at the Manawatu Golf Club. Buses will be provided for transport to and from the centre of town.

On **Saturday** there will be a leisurely run mapped out on local roads, with lunch at the Harrisville Speedway along with the opportunity to take part in a test of driving skill (totally optional- no pressure!). More or less direct routes back to the city will be available depending on how much time you think you will need to get ready for the evening gala dinner at Awapuni racecourse function centre. The theme for this is flower power so make sure to bring appropriate garb and accessories. Bus transport will be provided from the centre of town to the venue.

Sunday morning there will be a forum and brunch, also at Awapuni function centre. The after tour will depart from here, heading for Whanganui and Taranaki. Further information and suggested accommodation options are available on the website.

As usual, the closing date for registrations is 31 October. While we will do our best to accommodate late registrations, we are planning to finalise numbers for venues after that date.

Looking forward to seeing you. **The Wellington team**

Tell Us Your Story

Members are invited to contribute articles for TRansmission personal account 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

TR Register Technical Forum

The focus for the technical forums are planned to be on technical maintenance issues relevant for our Marque. Dave Tong and Ken Pfeffer have accepted the challenge so the topic for the second session will be "Lucas PI Systems – An overview and the services available to members." This session will be held on **Wednesday 21st October at 7:30 pm**. 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 Lucas PI systems for your TR.

NEW MEMBERS

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

<i>Mike & Wendy Pearce</i>	<i>Richmond</i>	<i>1960 TR3A</i>
<i>Richard Button</i>	<i>Hamilton</i>	<i>1967 TR4A</i>
<i>James Dykstra</i>	<i>Foxton Beach</i>	<i>1973 TR6</i>
<i>Scott Davison</i>	<i>Whangarei</i>	<i>1980 TR7</i>
<i>Grant McIntosh</i>	<i>Papakura</i>	<i>1948 Roadster</i>
<i>Phil Trengrove</i>	<i>St Ives, NSW</i>	



TOP OF THE NORTH Tales

Top of the North Group Report – September 2026

By the time you read this Spring will be upon us. We have not had any runs in the last few months so not much to report.

A number of members have been busy with general maintenance on their cars - brakes, upholstery, engine issues etc to name a few things. There's always something to do on a TR.

One of our group decided it would be a good idea to travel to the South Island in their motorhome. It just happened to be one of the coldest months for some time. As soon as they arrived home they were off to Australia (probably to thaw out).



Every third Saturday our local Vintage Car Club organise a breakfast for car lovers at Tutukaka. A fine forecast, although cool to begin with. A few of us decided to go as we couldn't make the Daffodil Day run the next day. Warren and Jill (TR2), us (TR3), Mike and Lynda (TR4A) and Noel who is looking after Stephen Jones's TR6, met at a carpark and convoyed to the destination.

Planning is underway for a few runs leading up to Christmas (yes Christmas is only 4 months away). Bring on some warm weather.

Brian and Raewyn Cannons

Whangarei Daffodil Day Rally

Vintage Car Club of N.Z, 23rd August 2026

Sunday morning arrived and the weather looked good so with the roof down on the TR it was into town to fuel up and meet at Pacific Motor Group for an 11.00am start with approximately 150 cars filling the car park and road. A good variety from a Model A, Rolls Royce, Porsche, American and Aussie Muscle, 2x TR's my 7 and a 6.

The finish was going to be at the Dargaville Museum , option 1 was drive direct to Dargaville via SH14 57km or option 2 take the scenic route, if you are going for a Sunday drive best go as far as you can, so the long way it was, following the instructions out of town and onto Kokopu Block Rd and across to SH15 up to Pakotai and onto Opouteke Rd which links up to Tangowahine Valley Rd and comes out on SH 14 and then onto the museum 100km later for a coffee and sausage sizzle.



After prize giving and a chat it was off home at your leisure by whichever route you chose.

Thanks to the VCC and PMG for a great day.

Scott Davison



CITY OF SAILS

Area Report

City of Sails Group Report – September 2026

Auckland Group – A Quiet Winter, But Spring Is Coming

It has been a relatively quiet few months for the Auckland Group as far as official runs are concerned. Perhaps the TRs – and their owners – have been enjoying a little winter hibernation!

What Do TR Owners Do When They're Not on a Run?

Well, apparently we still manage to find plenty to do! There's always a TR to polish, something that needs fixing (or something that didn't need fixing until we decided to fiddle with it), the next outing to plan, and of course plenty of discussion about cars over a drink. While the cars may not have been clocking up too many miles over winter, our monthly pub nights certainly haven't been quiet. We've had some very high attendances over the past few months, which has been great to see. They continue to be a really enjoyable way to catch up, welcome newer members and, inevitably, spend a fair amount of time talking about TRs.

And while we may have been waiting for some better driving weather things are about to get considerably busier as we head into spring.

First up is the Daffodil Day Car Display at the Fo Guang Shan Buddhist Temple on Sunday 30 August (see following article - ed). This is always a great opportunity to get the cars out, support a very worthwhile cause and enjoy the company of fellow classic-car enthusiasts. Hopefully Auckland's weather will play its part and we'll have a good turnout of TRs.

Next on the calendar is the Distinguished Gentleman's Drive on Sunday 27 September. Held in cities around the world on the same day, the Drive brings together classic-car enthusiasts to raise funds and awareness for men's mental health and prostate cancer research.

It's also an opportunity to have a little fun with the occasion, with drivers and passengers encouraged to dress dapper and, where possible, in keeping with the era of their car. So along with a good collection of classic cars, we're expecting to see a few jackets, hats, frocks and perhaps the odd outfit that hasn't seen daylight for quite some time! It should make for a very colourful day and, most importantly, it's all in support of a very worthwhile cause.

Then October brings the annual Isadora Duncan Rally, always a highlight on the calendar and one that should have the TRs well and truly back into their stride. And, if the weather gods are kind to us, we may even manage to sneak a picnic into the October calendar as well. After a quiet winter, we might as well make the most of spring! So, although there may not be a long list of adventures to report this quarter, the Auckland Group certainly hasn't disappeared. We've just been keeping warm, keeping social and keeping the TRs ready for spring.

With a busy few months ahead, there should be considerably more mileage – and hopefully a few stories – to report next time.

Murray and Steph

Auckland TR Daffodil Adventure



This was organised by the Auckland Vintage and Veteran Car Club an invitation was sent out to all classic car clubs to participate in. The venue was the Buddhist Temple in East Tamaki. This is a huge venue as we were to find out.

The day did not start out well, Murray & Stephanie pulled out because of house shifting they had not time to give Madge a good clean. The previous night I woke every hour to see if the rain had stopped, and all our hard work would be for nothing. The constant threat of rain spoiling the day and nobody likes a soggy car. Bruce mentioned that he had crossed a flooded road in Clevedon to get to our meeting place. We had four cars meet at our assembly point, Paul TR 6, Lester TR6, me in a TR6 and Bruce Stuart TR 4. We head off to the Temple and going through the gates of the Temple, Malcolm TR 3 was sitting proud on our site giving us a good selection of cars. Anne had all the stand goodies in my Kia, so we busied ourselves putting our display of homemade daffodils and a kids game that kept everybody entertained. Loved by all that had a go. We were peppered all day with small sprinkles of rain, and quick as they disappeared and the sun came out, but the wind was constant. Unknown to us the AVVCC had secret judges looking at various car displays and which best represented the theme of Daffodil day. We were surprised to win the best car display.

The event raised over \$8000.00 on the day, a good result all round.

Thanks,Team Dennis



CLASSIC COVER

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& INTERMARQUE CONCOURS D'ELEGANCE



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MATCHBOX



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THE CLASSIC
DRIVER



Waikato Wanderings



For details of events and drives in the Waikato region, contact the Group Leader:

Vishu Singh 021 783711 waikato@trregister.co.nz

WHANGANUI/TARANAKI NEWS

For details of events and drives in the Whanganui/Taranaki region, contact the Group Leader:

KEN PFEFFER 022 0641628 whanganui@trregister.co.nz

Wellington Wafflings...

Wellington/Manawatu group pub evenings are on the last Wednesday of each month. Local members will receive advice of the venue for the month by email. For details of events and drives in the Wellington/Manawatu region, contact the Group Leader:

Johnathan 021 124 7950 wellington@trregister.co.nz

Bay of Plenty Travellers

Bay Of Plenty Group Report – September 2026

The BoP group is flourishing and Michel Thorman after more than five years at the helm is stepping down as the group leader. Michael took on the role after the group founder Ian MacPherson left the district. We are fortunate to have the benefit of Michaels enthusiasm, he remains an important member of the group and we extend our thanks for all his efforts on the groups behalf. Nick Kemp, together with his wife Ali have a lovely red TR6 and have been active at Auckland and National TR events for many years. Now resident in the sunny BoP they have embraced the lifestyle and we are fortunate that they have taken on the group leader role. You will see from Nicks report the he and Ali have hit the ground running, or is that driving. - Frank

We have been fortunate to have good weather in our part of the world through the back end of June and most of July but it has become a little more winter-like through August to date. We have managed to have a couple of runs and pub nights during this reporting period.

On 30th June we had about 12 of our group meeting at Debrief café just north of Katikati for coffee and a chat. The group were joined by a Wolseley, a Torana and a De Tomaso Pantera from Whangamata. It's wonderful to see an eclectic bunch of car enthusiasts get together in this way! Dick Marshall's car collection in Morrinsville was the next port of call and everyone really appreciated and enjoyed the opportunity to look at the wonderful vehicles on display. Our thanks again to Dick – this is the second time we have visited this year.



Lunch was at Annah Stretton's 'Café Frock' which was a hit with the ladies in the group. Amongst other things, many of her garments previously shown at WOW were on display. I'm not sure how much credit card bashing took place! Pub night was held on 15th July at Goode Brothers in Bethlehem where we had a private room for about 12 of our group. This venue seems to be working well for many of the group as it is reasonably central for members and the food is good.

Our August run was held in pouring rain but we still had a good turnout despite the weather. No TR's in sight though as it was very much a day for the modern! We again rendezvoused at Debrief for a coffee then proceeded to Henry's Rod Shop in Katikati. Henry's do most things restoration; from custom chassis fabrication to upholstery and paintwork. In my opinion, their workmanship is to a very high standard. My personnel favourite had to be the '37 Ford truck which had had a custom chassis built for it and the body restored but the with original patina retained. It's going to be an awesome vehicle once finished.





We then travelled via the old Tauranga road to the Waikino hotel for lunch. We had been invited by the owner of Henry's Rod Shop to visit his personal collection of

vehicles at his home in the afternoon. Several of the group took up this offer and we were treated to a lovely half a dozen or so hot rods and a beautiful Walkinshaw Vauxhall VXRS which delivers 576bhp according to the website I visited.

Pub night was held on 19th August at Goode Brothers in Bethlehem. We took the opportunity to talk about future runs etc. A good night was had by all.

On a more personal note, Ali and I celebrated our 10th year of TR ownership in August. Whilst not part of the celebration, our TR6 (called Roger – doesn't everyone name their car?) is currently having his engine rebuilt at Taylor's up in Auckland. He was taken up to Auckland at a very jaunty angle on the back of a transporter as he was not running predictably. We look forward to Roger's return in time for summer top-down motoring!

NICK AND ALI

Hawke's Bay Happenings..

Hawke's Bay Group Report – September 2026

A rather informal Hawke's Bay Happenings as Joy and I are enjoying the warmth of Vietnam. It has been a fairly quiet couple of months although we did manage a couple of runs in July and even had some sunny days.



July 1st a coffee run to Clifton, only four of us attended, but a good opportunity for a catchup. Our TR had it's first run since Christchurch and the panel and bumper repairs. The rear brakes, seals and bearings also replaced.



July 16th a lunch run to Puketapu 530 Winery, another sunny day with 4 TRs braving it, a few members already escaped to warmer climes. We followed a week later to the almost too hot Vietnam, 35deg with humidity making it feel like 40deg. We have been hearing of the extreme

winter conditions in NZ. We hope you are all managing. Spring is due to begin.

Happy TRing, Graeme & Joy



Top O' The South

Top O' The South Group Report - September 2026

Not a great deal of activity to report on over the Winter months. Some of us have been hibernating whilst others have been heading overseas to warmer climes. The quieter months provide time to carry out a bit of maintenance on our TR's or, as in my case, retrieve and recommission a TR4 that has been gathering dust in the back corner of the shed for the last 5 years. After fitting a new battery, sorting some electrical issues, and cleaning out the carbs and stale fuel the engine soon roared into life. Step 1 complete – Step 2 now in progress (sorting out the lack of brakes and leaking clutch master cylinder.) Hopefully KG7181 will be ready for the road in time for some Summer driving.



One unusual feature of this car is that when it was restored over 30 years ago the front body panels were replaced by a single moulded fibreglass unit that hinges forward, similar to a Triumph Herald. I don't know how this came about as I've never seen a similar fibreglass unit offered anywhere for sale. Perhaps the restorer simply created their own mould? Whatever the answer I have to say that the result, however unusual, certainly gives great access to the engine bay area.



The annual VCC Daffodil Day rally and car show was held on Sunday 23 August and again our Editor, Dave North, was on hand to both show his TR and provide musical entertainment for the large crowd. His was the only TR present although there was a

good mix of other Triumphs amongst the large assembly of classic and vintage vehicles including a charming 1930 Super Seven that is still regularly driven around the streets of Nelson.

A day run to a lunch venue is in the offing to bring together our Nelson and Marlborough members. Our Nelson group has been bolstered with 4 recent additions to the Register and we look forward to meeting our new members – Liam Taylor, Bev Nicholls, Neil Scott and Mike Pearce.

Jon

Canterbury Tales...



Canterbury Group Report - September 2026



This quarter marked the retirement of Stephen Rofe as group leader, and, after a strongly contested ballot, Rob & Sally Taylor were appointed Stephen's successors. Our thanks to Stephen for his time as leader which included, organising the monthly meals/runs, preparing articles for Transmission, providing a sounding board for technical knowledge, and overseeing the TR Nationals in February 26. A job very well done.

North Canterbury run- June

At the end of each month the Better Half Kitchen at SH1 Leithfield hold a classic car event organised by Trevor Stanley with a different marque being featured each month. Barry & Kay Ricketts organised the run to North Canterbury and used this venue as the ideal launch pad for our monthly Sunday run. The sun was shining and despite a chilly start we had a group of 20 people and 9 TR's. Stephen dutifully raised the TR Register flag, and time was spent wandering around the cars with coffee in hand and talking to folks who showed interest in our TRs. At 11.00 a.m. we headed off to our lunch destination at the Greta Valley Tavern and chose the rally route via Scargill. The road was devoid of traffic which made the drive that much more enjoyable.



We invited David and Leanne, a couple of classic car enthusiasts we met at the BHK who just happened to buy the wrong classic car (a 1980 Mercedes 500 SEC) and were now hankering after a swap with

a TR4a! They had a great time and were impressed with the friendliness of our group. The Tavern was buzzing with conversation and it was great to see everyone having so much fun. Our meals were lovely and the service from Linda and her team was exceptional. A perfect day out.



The July meal was organised by Rob & Sally and held at Speights Ale House which is known for their Southern Fare. 18 hardy souls braved a wintery night and enjoyed a good catchup.

Diamond Harbour- Bays run- July



The July run started at Casual and Country Café on the coldest day in Christchurch in 5 years at -4.3c. Thermals, beanies and puffer jackets were the clothes of choice, except for

the hardy David Gray, who, thinking of his upcoming trip to South America, arrived in shorts. After huddling around the open fire with coffees in hand, 12 cars headed off in bright sunshine for the “Bays Drive” to Two Thumbs Brewery in Diamond Harbour where a pint of Yorkshire Bitter and Chicken Pizza made the chilly start a distant memory. Another enjoyable day and a huge thanks to everyone who joined in to make it such a successful day.



The August meal organised by Jim at Lonestar-Papanui was well supported with special guests, Grant and Jacqui from Auckland. Everyone enjoyed the varied menu with pints of Guinness equally well received.

Rob and Sally Taylor



Deep South Group Report - September 2026

Mid-Winter Run July 2026

The Mid-Winter run has always been a keystone in the Deep South Group calendar, and this year it was another great success. Anne Shepherd, ably supported by Peter, volunteered to organise the event this year. Being the Mid-Winter run the weather was a major factor to be considered, and most did consider it very seriously too, and left their TR's at home. The meeting place was the new café at Waitahuna (an hour from Dunedin and Central so in the middle).

The forecast was for showers on the run down from Alexandra to Waitahuna so for once I put the roof up on the TR6. 3 other central cars joined us for the run to lunch (two moderns and a Lotus). The Station Goods Shed Café is a lovingly restored old railway goods shed with the old station building nearby turned in a small museum.



The team at the station museum



Beautifully restored old goods shed

Great food and a warm welcome on a cold blustery morning. We met up with the Dunedin group here, and you would have thought it was the Jaguar Car run not a TR run (3 Jags, 1 Daimler, 1 Bentley, 1 Mini and another 3 moderns). Luckily Steve Higgs turned up in his TR8 to double the number of TR's. Anne had organised with the members of the Dunedin Club, who had some great cars, to join us for the run and the dinner in the evening too. 13 cars in all.



Lunch inside the Old Goods Shed



Dunedin Club for a lovely dinner

After lunch we were given our driving instructions for a lovely 2 and a half hour run, in surprisingly sunny weather, through the back roads to Balclutha, then along the coast roads back to Dunedin and the Dunedin Club, where the out-of-towners were staying the night. A small show and shine was organised outside the club and low and behold, Mark and Judy, staunch TR250 drivers, turned up in a MGB GT which Mark had just bought.

Drinks and then Dinner, in the lovely Dunedin club, was a lovely social event, with great food followed by a very knowledgeable gent who had spent quiet some time in the Ukraine during the war with Russia (not as a soldier) and his insights into how the Ukrainians were coping with the war was quiet enlightening.

You remember I mentioned the weather was a major factor to be considered at the start, well back to the weather again. During our Saturday night dinner, weather reports were forecasting large falls of snow during Sunday morning, along the Middlemarch to Ranfurly roads and the Ida Valley area, which happened to be where our Sunday run was meant to be heading. Lunch was to have been at the Waipiata pub, then home via the Ida Valley. No! Early Sunday morning the report was worse!! The Sunday run was cancelled, and it was home via State highway 8, as quickly as possible to get ahead of the snow. A good call too, as the roads around Ranfurly and the Ida Valley were close by blizzards and heavy snow falls by lunch time. However, the Dunedin members did not have a quiet day either as a very heavy rainstorm settled over Dunedin and major parts of the town were flooded.

Thanks to all who took part and enjoyed the great day and the great company.

Cheers

Rona and Ian Ramage

Kevin Tinkler - Obituary

During 1961 Kevin acquired a 1954 TR2 Rego BT303 in BRG. He was the 5th owner and it is this car that cemented his interest in all things TR from that point. Living in Te Kuiti at the time the TR must have been the equivalent of a hot hatch as Kevin recalled the local constabulary took an active interest in this young chap enjoying the wonderful driving roads of the King Country. There may have been a “gotcha” moment although I understand that it may have been an overzealous moment by the officer in question. After 4 years of ownership BT303 was sold to assist Kevin and Raewyn to buy their first home. Interest in the TR marque never waned however and Kevin joined a newly established club, the TR Register, and in 1984 purchased an ex USA TR4 and then proceeded to undertake a nut and bolt body off restoration that included a RHD conversion. NSTLGA emerged after six years, restored to a standard that equalled that of industry professionals and went on to win many awards. Kevin and Raewyn participated in many cub events and displays and it is a credit to Kevin that he maintained the TR in its as restored condition.

Kevin’s contribution to the TR Register has been continuous and considerable. He served on the committee for many years holding the offices of President, TRansmission editor, Parts manager, Concours judge and the role of Registrar for more than 20 years. As Editor he oversaw the transition of the club newsletter to the magazine format we publish today. As Registrar he not only recorded the known cars but spent considerable time tracking down more. Today we have a record of more than 600 cars on the Register due to his efforts. His research into unique TRs led to many well written articles published in TRansmission over the years and Internationally Kevin made and maintained contact with Registrars and likeminded people in the UK, USA, Canada and Australia. The club was proud to recognise Kevin’s contribution with a well-deserved Life Membership.

We have benefited from Kevin sharing his knowledge particularly that of the mysterious Lucas electrical systems, TR2-6 originality and the like although we have now lost the considerable knowledge he has amassed over the years.

Kevin's ownership of BT303 has now been followed by 30 more keepers, it was restored in the mid '90s it is still active in the club.

Members have reached out and described Kevin as "looked up to by many people", "kind and helpful", "a gentleman" and "a man who will be truly missed". He was a friend to us all.

Frank Cleary



TIPS AND TECHNICALITIES

Triumph TR2 Lighting Upgrade

I completed the nut and bolt restoration of my 1954 long-door TR2 in 2020. I endeavoured to restore it to original specifications with the exception of some invisible improvements to the engine (87mm pistons and sleeves) and the gearbox (4 synchros). It goes pretty well and can keep up with modern traffic, but I've always been conscious that its turning and braking indicators are not highly visible – particularly the single brake light, but also the white front and red rear flashers which are not familiar to most drivers these days. So my eyes lit up when I came across the upgrade options on Bettercarlighting's website. After some email exchanges with Gil Keane, I purchased kits that would equip all four corner lights and the central rear light with LEDs, including orange flashers and three brake lights.

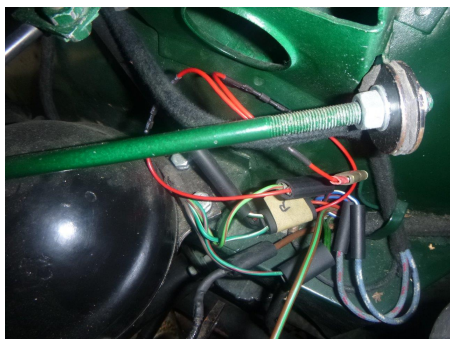


Now the fitting. I started by replacing the Lucas can-type flasher unit with the electronic version supplied in the kit. The new unit had only two terminals – live



(-ve) and load (+ve) pulsed, so the lead to the flasher warning light was left disconnected for the moment. As my car had screw terminals, I drilled out the holes on the pins on the flasher unit to take the screws. (Figs. 1 and 2).

Because the TR2 has only a single indicator display light, it uses polarity reversal to work (positive from one side, negative from the other) which is fine with old systems as incandescent bulbs work with current going both ways. However electronic systems only work with current in one direction. In the kit there is a diode bridge which ensures the current flows only one way and solves the problem. So I connected the two input leads of the red diode bridge to the feeds to the left and right front indicators which are tucked under the offside of the front body apron after they emerge from the steering column.(Fig. 3) I also ran a new green wire from the diode bridge output to the flasher warning light (hiding it in behind the loom that runs down the offside of the engine compartment) and connected into it a lead to the sounder unit which I attached to the cockpit side of the master cylinder recess – out of sight but very audible. (Fig. 4) A test showed that the sounder and warning light operated as soon as the ignition was switched on.



This revealed my first mistake: I mistook the green/brown wire from the flasher unit to the indicator switch for the green/red wires to the left flashers. (The right flasher feed is non-confusing green/white.) Once I got that right, I found another problem: switching on the left flasher gave the expected response; switching on the right one set all four flashers going. The source turned out to be a faulty diode bridge.

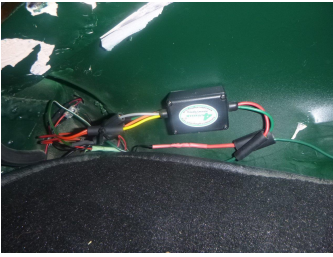
Fitted another one, and all was well. I then fitted the LED bulbs to the front side/indicator units. A test showed very bright white sidelights and brilliant orange indicators, plus a nice “plonking” sound from under the dash. For all these connections I used bullets – proper crimp jobs from Autosparks. Next move was to the back



end. I removed the taillight lenses and bulbs, unclipping and pulling the three leads (tail, indicator and earth) back into the boot cavity, and replaced the screws attaching the units to the body with countersunk screws to provide a flat surface for attaching the LED units. I then attached a self-adhesive rectangular orange LED unit to the bottom of each taillight unit base below the bulb holder and fed the leads through the wire hole into the boot. I found that the orange units fitted

better across the bases rather than vertically. I also wrapped some masking tape around the black live feeds from the orange units to distinguish them from the same coloured leads from the red LED units. Each round red LED unit I attached to the base above the bulb holder and also ran its leads through into the boot. (Fig.5).

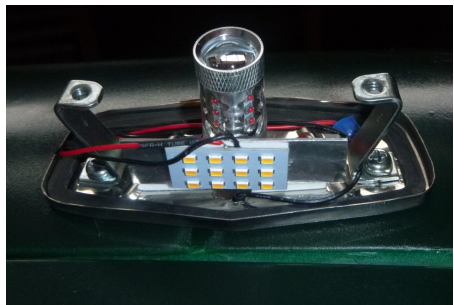
The 4S1 electronic control modules conveniently come fitted with bullets on all leads, so it was fairly simple to connect the yellow input leads to the car's red taillight feeds and the orange leads to the green/red and green/white indicator circuits. The green/purple brake light cable terminated at the central unit, so I ran one green wire from it to each side unit using a double bullet connector. Each of these wires in turn connected to the grey leads on the 4S1s. Connecting in the LED units was trickier; they have very light gauge wires and connecting them to the much heavier wires in the car circuits was not straightforward.

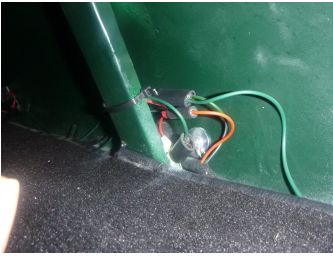


I found that the scotchlock connectors supplied tended to cut right through the LED leads before clicking shut. On the other hand the LED leads were too light to be gripped by crimp bullets. In the end I used old-fashioned solder: in some cases I soldered the LED leads into solder-

type bullets; in others I bared the ends of both the car and LED wires and soldered them together with heatshrink insulation. I also ran earth wires from the red LED leads on each side to one of the screws attaching the central unit to the body. The 4S1 control units were then fixed to the back of the boot on each side, using pieces of Scotch exterior double-sided mounting tape which was stronger than the self-adhesive pads supplied with the units. Test showed taillight, brake light and indicator functions all working. (Fig. 6).

Last came the central tail/number plate/brake light unit. I removed the lens and the bulb and attached the aluminium strip supplied in the kit, bent to form a right angle, to the base of the light unit below the bulb holder using the Scotch double-sided tape. I detached the unit from the car and drilled a 3/16" hole through the base right alongside the bulb holder. I then attached the white self-adhesive LED number plate light unit to the underside of the aluminium strip and ran the leads around the inside of the unit, through the hole I had drilled and into the boot cavity via the aperture for the bulb holder with some heatshrink for protection. (This saved drilling a hole in the body.) (Figs. 7, 8)





I remounted the light unit and connected the black lead to the original red taillight feed and the red lead to earth. The tail and brake light leads from the bulb holder were plugged into a double bullet connector which was then connected to the green output lead from the offside

4S1 unit. (Fig. 9) And so to my second problem: when I tested the circuits with the central light unit connected, everything worked except the lateral taillights. Eventually, by process of elimination, I worked out that there must be a short in the central bulb holder. So I swapped it for another one I had, fitted the 380 dual pole, staggered pin red LED bulb, and retested: everything worked.

So now I have a 71 year old car with up-to-date bright side and tail lights, four orange indicators and three brake lights. Thanks to Gil Keane for the inspiration, kit and much technical advice. (Figs. 10, 11, 12, 13).

John Chetwin



LINKS

An electronic version of **TRansmission** is available on the club website. Open this and you can click on the links:

[TRansmission](#)

A link to the TR Register facebook page:

[TRRegisterNZ](#)

Enjoy this drive in a sidescreen TR...

"1960 Triumph TR3a Goes for a Drive - Export or Die British Sports car fun"

[1960 Triumph TR3a Goes for a Drive](#)

NZ Historic and Classic Vehicle Survey

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

[NZ Historic and Classic Vehicle Survey](#)

Photos of the National Weekend 2025

[Photos of the National Weekend 2025](#)

The TR Spares Development Fund

Worth a read. Set up as an offshoot of the TR Register (UK)

[The TR Spares Development Fund](#) (webpage)

[The TR Spares Development Fund](#) (facebook)

The National Weekend 2027

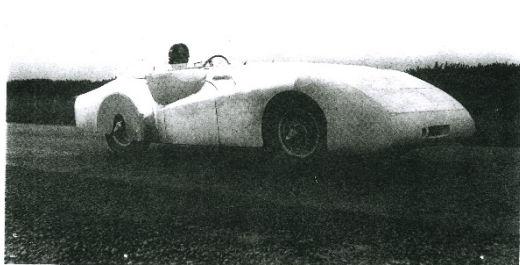
[NW2027](#)

The Registrar Reports...

September 2026

Mark Parsons has provided an update on his TR7 V8 "SKIDMK". An Ex UK Chequered Flag Rally Team car from brand new, Mark has recently completed a 12 year bare metal body shell and full mechanical rebuild of the 3.9L Rover V8 and running gear of this unique car. After several different liveries in his 37 years as keeper he has returned it to its original black and white Chequered Flag Team livery. Having resumed gravel rallying Mark will return to Classic Circuit Racing this coming 26/27 race season.

Keeping with the TR motorsport theme I followed up on Helen Furner's report of the TR2 she had spotted at the Vero Rally which had achieved a New Zealand land speed record. I delved into the archives and yes we have a record of this particular car and its achievements. TS3672-O was built in September 1954, painted Pearl White with red leather trim. Imported into Wellington it was sold by Amuri Motors of Christchurch to a Mr Bill Broadhead later that year. From the outset the TR was destined for competition as the specification ex-factory included an aluminium engine sump, special carburettor jet needles, competition front springs and rear shock absorbers and 5.50-15 Dunlop Road Speed tyres. Other equipment included wire wheels and overdrive. Reportedly, Amuri Motors imported five TR2's with a similar specification calling them "S" models. Leon Witte is thought to be the second owner having acquired the car in 1956. A young Leon, a member of the Canterbury Car Cub according to newspaper articles of the time was a successful participant in club hill climbs and speed trials, one of which was in November 1958 when Leon entered the Lyttelton Hill Climb (run on the streets no less) where he convincingly won the sports car section demonstrating a polished performance with a clear margin over the next placed entrant, an Austin Healey 100S.



LEON WHITE ON TRAM ROAD NEAR CHRISTCHURCH IN TS 2672 17/9/59

The speed trials run on Tram Rd by the Canterbury Car Club on 17 September 1959 saw Leon arrive with a much modified TR2. Clearly he had set out to win the trial and had designed and fitted a stream lined front

clip together with rear wheel spats, rigid tonneau cover and a custom perspex windshield. It wasn't what you would call pretty but it was purposeful and successful. Leon recorded his achievements and times for some of the various events he entered between 1956-1959, a copy of which we have in our records. On this occasion Leon entered among other categories the flying kilometre for the 1500-2000cc sports and saloon and racing cars class. He recorded his times of 18.06 seconds out at a speed of 121.57 mph and 18.4 seconds on the return run, 10 mph above the current record holder, a Mr W. Shaw who had set the record a couple of years earlier in a TR2. Again, ahead of the Austin Healeys entered that day. The club considered the achievement a class land speed record although it is not known if it was ratified. Comparatively, in 1953 Standard Triumph achieved 124.899mph at the Jabbeke speed trials with the works TR2 in speed trim. Leon's achievement was very respectable for a down-under private attempt.

The TR2 passed through a number of hands before ending up in Dunedin in boxes in a very sorry state. It had been rolled and sported pop riveted patches over rust although it appeared to be complete, sound familiar. Fortunately, the TR survived and was restored in the mid '80s by Grant Thiele and Melvin More and today is owned by Meg Pigeon and regularly seen at VCC events. A truly historic TR2 with recorded provenance.

Researched by Kevin Tinkler

Frank Cleary - Registrar

Transactions

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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

1974 Triumph Spitfire Mk IV 1300



GP8458 purchased new from Moller Motors Dunedin on 19th Feb 1974, Twin SU Carbs; overdrive on 3rd & 4th gear, Magenta with black trim. We became second owners in September 1996. Original hard top was removed and stored. Original black/silver plates; Original soft top, new Tonneau cover; Stainless extractors & exhaust. WOF due 05.12.26; Registered to 21.12.26. Regularly maintained with mechanical work documented including a full recondition of the engine and clutch in 2006. Electric fuel pump and electronic ignition has been fitted.

Asking **\$18,000**

Doug & Viv Osborne
02108143555, 0210420979
dougviv@live.com

1981 Triumph TR8

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 **\$17,500**

Warren Thomas 021 0844 2023 wkthomas99@icloud.com

Triumph TR6 1972



Odometer 47,233. Petrol injection. 4 speed with overdrive. Personalised plate **TEEAH6** included in sale. Excellent condition. Major refurbishment 2015. Recent re-conditioned gearbox and injector pump, Electric cooling fan. Maintained by vintage specialist garage. Garaged at Katikati, Bay of Plenty.

\$60,000 O.N.O

Roger 0210314797 rogerkblake@hotmail.com

1964 Triumph TR4



Car has been extensively modified to enhance its performance and safety. Mods include a low inertia steel crankshaft with dummy mains, fast road cam, alloy head, twin 45 DCOE Webers, programmable electronic ignition, AP Racing 4 pot calipers, booster, dual master cylinder, 5 speed Toyota gearbox, Quaife LSD, 15 inch Minilite wheels. Body mods are similar to works rally cars. Full list of improvements, original parts and spares available.

\$50,000

John Langley 021 442 271 jd.langley@icloud.com

Original RHD, UK Home Market TR5



Hello, let me tell you a bit more about me. 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 concourse in Christchurch and the Peoples Choice award.

Offers Over \$90,000 considered

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

TR 250-4A Project

Selling on behalf from a deceased estate comes a rare opportunity for a TR250 project. The body is in a stripped condition minus bolt on parts. It has been sand blasted many years ago so now has surface rust and pigeon droppings, easily removed, and is still on a chassis. The chassis has rust which is repairable but there is also a separate spare chassis in good condition. The body panels are in a primed condition with some minor repair work required. There are four motors with SU carbs, condition unknown, and two gearboxes. There are masses of parts on shelves, and we can only assume that all or most parts are there, but a purchaser needs to go into this project with eyes wide open.

There is evidence, and memory of a discussion that it may have been destined to have a V8 motor of some sort installed. Given this a jigsaw, the price is open to negotiation. Located in Christchurch metropolitan area.

For more information and inspection:

Alan Dunscombe 027-2277546

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

Frank Cleary 0274393416

2 TR6 Front Guards. Very straight, needing headlight brackets \$800

Roll Bar, fit TR4 - 6 \$100

Fulcrum Pin, Upper, New \$50

6 Cylinder Exhaust Manifold, very good \$100

PI metering unit, green top \$100

Front Bumper Iron, fit 4 -5, new \$50

Gearbox, came out of my non-overdrive TR250. Not sure how good.

Mark McLachlan 021 023 17426

1x Vanguard Sportsman Motor complete. (Similar to TR3).
1 x set new Vanguard pistons and liners.
2 x Laycock A type overdrives.

Advert on behalf.

Ken Pfeffer 022 064 1628 for sellers contact.

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	

Photos available birdsall@xtra.co.nz

TRansactions **WANTED**
TRansactions

TR 3 Door Latch yawl and inner cam, or any idea where to source one
birdsall@xtra.co.nz



