



*Merry* Christmas

# Transmission

Official Magazine of TR Register of NZ  
#149 December 2011





**Canterbury team enjoying BBQ  
at Bryan & Carol Thomas' home.**



**A super car, and a supercar.**

# Transmission

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## FRONT & BACK COVER

Two of our winning photographs

**Front - Spring has sprung - Three Hawkes Bay TRs in a beautiful Spring setting (by Graeme Thomas)**

**Back - Montage of recent successful Isadora Duncan rally organised by Jan Hendrix (by Robert Johnston)**

*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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# TOP TORQUE



To attend a Rugby World Cup game at Eden Park along with 60,000 others is nothing but spectacular. Add a majority of Irish fans in full song to the mix and you have an atmosphere rarely seen and heard in this hemisphere. Lansdowne Road, Cardiff Arms Park, or Twickenham it almost was and took me back to our OE years in Britain. The All Blacks won the Webb Ellis Cup but you could be forgiven if you began to doubt they would during the second half. On to the elections, well.... best summed up as a storm in a tea cup.

Now the countdown to Christmas, 3 weeks to go and the editor is wondering where the Presidents column is. It was my privilege to present Honorary Life Membership to Cazna and Steve Payne today and it is important that this occasion be included in my column. Those present at the AGM endorsed the nomination by Kevin Tinkler who cited that "for over 30 years they have freely given of their time and expertise to help build the Register into what it has become today." On behalf of all members I would like to thank Cazna & Steve for their outstanding contribution and congratulate them on their election as Honorary Life Members.

Speaking of the AGM the venue again was the Horse and Trap in Mt Eden. The Presidents Report & Annual Accounts were presented both of which are published in this issue of TRansmission. As you can see from the annual accounts the Register is in a secure financial position. Following adoption of the accounts we enjoyed a modest windfall from Swan Insurance, who by agreement makes a contribution to our coffers on the basis of the business placed with them by our members. Clearly there is a tangible benefit to the Register if we place our TR insurance with them. I would also like to welcome our new committee member Brian Sadgrove who was elected at the AGM, Brian is a TR6 man who can be found reassembling the TR in his spare time.

Thank you to all members who renewed their membership of the TR Register we look forward to your participation at forthcoming events. Promotion & preservation of the TR marque are key tenants of the TR Register and to that end membership includes access to purchase spares, technical support and advice from experienced TR experts along with the social activities that encourage us to get the TR out in its element on the road. Those of you that have not returned your subscription I remind and encourage you to do so, to avail both yourself and the TR of these services the club offers.

I see that a record attendance as NW12 Christchurch is likely; such is the



enthusiasm and anticipation of members. The planning is sorted and it will be a great event, if you have not registered then I encourage you to do so. I still plan to drive the Dove to NW12 and although a little behind programme it should be ready. Ironically it picked up its first award recently, at the Auckland Triumph Show and Shine it received the “Most Invisible Triumph” award, likely to be its first and last when compared with the standard of restorations coming on stream.

On the theme of displays, The Deep South Group featured in Classic Car magazine, well done guys, the display looked very professional, again good promotion for the marque.

*Frank*

**New Honorary Life Members  
Cazna & Steve Payne**



# *Meet your committee*

**David Snelling** has been a member of the TR Register since 2006 after purchasing a TR7v8, and a committee member since 2008. However, he has been immersed in Triumph sports cars from the beginning. One of David's earliest Triumph experience was a baby seat strapped into a TR5, serving as an ambulance after he tried the dishwasher detergent - arriving at hospital with a police escort.



At the age of 10, David encountered another Triumph that had a strong influence him. This was a TR7v8, affectionately named Jamie by its previous owners. Jamie belonged to a friend of David's grandmothers, and one of his first memories is hearing it from her living room – as it pulled up halfway down the street.

David's involvement with the Register began from about 2006, after he heard from a friend that Jamie needed a new home... The seller suggested he get involved with classic motorsport, and after a few small modifications (ie

some brakes), Jamie has been a fun and reliable car on road and track –in everyday use from 2006 to 2010.



David says he has found getting involved with the TR Register a rewarding experience, particularly for the opportunity of talking to other people with a shared interest in the cars.

# *EDITORIAL TEAM* *TALK*

By the time you are reading this, yet another year will be drawing to a close, with Christmas just around the corner and 2012 a short straight away.

If you're driving the early Triumph Roadster that David Mehrstens profiles on Page 32, it may take you a little longer than the rest of us, but either way 2011 is nearly over.



It's been an "interesting" one, and challenging for many. Once again we acknowledge the strength of our Christchurch colleagues, for whom things at least seem to be settling down a little.

Spring and summer are of course just what we TR lovers look forward to, and while Spring's been a bit wet in most of the South Island (so the farmers who power NZ's economy are delighted), as I write this, the first few days of summer in the Deep South have been just spectacular.

We raised a couple of issues in the last edition's Team Talk, namely the photo competition and the provision of an optional no-cost electronic version of Transmission. Both have been well received by members.

See the next page for details of the photo competition winners, and if you haven't yet requested an e-version of this magazine, we urge you to do so by a simple email to ***editor@trregister.org.nz***. We are proud of the quality of it, and the full colour photos it offers are a significant advantage. Even give it a trial for one issue, and let us know what you think.

We look forward to catching up with many of you in Christchurch for the Nationals - there's an update from the Canterbury team on page 9.

Enjoy your Christmas with family and friends, welcome in the new year safely, and may you be topless for much of the summer!

*Stephen, Trevor, & Brian*



# ***PHOTO COMPETITION***

We are delighted with the response to the photo competition we announced in the last edition.

A good number of you have risen to the challenge and sent us a superb selection of photos of cars, people, and settings which we really enjoyed. So thanks very much for all of your entries.



Picking winners is never easy and that proved the case again here. The editorial team certainly didn't have any serious scraps during the judging process, but there was considerable debate late into the evening in arriving at the six winners. Of course, while we had extensive debate, no further debate will be entered into and the judge's (excellent) decisions are final.

So..... the winners of a bottle (or in one case three bottles) of Mt Difficulty wine are:



**Graeme Thomas** (3 winning entries—well done)  
**Doug Osborne**  
**Robert Johnston**  
**Keith Allott**

If you are coming to the Nationals, we will personally deliver your prize. If not, we will arrange to have it delivered to you.

The six winning photos will appear on the cover (front and back) of the next three Transmission issues, in no particular order, starting with this one where one of Graeme's and Robert's winning entries have been presented to you.

Thanks again for those who participated. Please keep your photos coming to us at [editor@tregister.org.nz](mailto:editor@tregister.org.nz), so we can share them with all members.

# ***NEW MEMBERS***

*A warm TR welcome to new members since our last edition. We all look forward to meeting up with you at a future car run or social occasion. If you need any advice or information, any Register member will be only too happy to help you.*

*Perhaps you'll be attending the TR Register National Weekend for the first time. It's certainly a great opportunity to meet other TR enthusiasts, enjoy time with them, and learn plenty about the cars, and the issues, challenges, and huge enjoyment they'll bring you in the future.*

|                        |              |       |
|------------------------|--------------|-------|
| Dennis Greenman        | Auckland     |       |
| John Humphrey          | Fielding     | TR2   |
| Wayne & Suzanne Jerard | Christchurch | TR7V8 |
| Raymond C Shutler      | Gisborne     |       |
| Royd C Stott           | Christchurch | TR2   |
| Neil Teika             | Christchurch |       |
| Alistair & Jan Ward    | Whangarei    |       |
| William James Rogers   | Picton       | TR3A  |



# TR REGISTER NATIONAL WEEKEND 2012 CHRISTCHURCH NEW ZEALAND

During the last few weeks we have had a steady stream of registrations and are very pleased with the numbers. We have 58 cars registered at the time of writing.

Christchurch has had a real positive air to it in the last few weeks, winter is over, spring flowers are out and the gardens are looking beautiful. This coinciding with Show Week, Christchurch is alive again.

The City Mall Restart “pop up mall” made of containers has opened and is well worth a look, and other shops, restaurants, and business are now starting to open in different parts of the city.

Our group has been busy working on the National weekend and all the plans are coming together nicely. The post tour to the West Coast has everything in place and we are very pleased with the numbers, 15 at the time of writing.

The year is coming to an end very fast so please have a great Christmas and New Year and we look forward to seeing you at the National Weekend. Thank you for your support over the last year. It is very much appreciated.

***The 2012 TR National Weekend team.***





# Deep South Group

Last report for the year! It doesn't seem long since I was sitting down doing the same at the end of 2010.

Things built up towards the end of the year. We had the Auto Spectacular with the Deep South Group once again entering a stand. This year the theme was movies. After a bit of head scratching, Brian came up with the idea of having the cars looking at a film featuring cars. To this end he produced eyes that fitted on the windscreens of the featured cars. The cars were then displayed in front of a movie screen on which was attached a display of cutouts from the animated movie "Cars" (**see photo on facing page**). We thought we had a winner but the judges thought otherwise and once again we missed out. All in all a good day was had by the DSG members who attended. It was good to have Angus and Margaret Katon come from Central to enter their car in the display.

The other major event we have been involved with in partnership with Koru Care Otago, was the Show and Shine Day in Outram on Sunday 13<sup>th</sup> November. This event was a major success, with the Koru Care Group benefitting by \$3200.00 which will go towards giving seriously ill children a chance to experience a special break away and give them a taste of life that many of us take for granted. Well done all those members who helped out it was a fun day with a good turn out of cars and the weather could not have been better. The DSG featured well in the awards with Colin Deaker and Keith Allott both taking out a trophy in their classes. Also newspaper advertisements featured Keith and Bev Allotts TR7, Peter and Lauren Watkins Stag and Mark McLachlan's TR250. The advertising poster also featured a very hot looking TR6.

The monthly club nights have been well attended, with lots of laughs and stimulating conversation. A big thank you goes out to all those who organized one of the monthly get-to-togethers, the venues have been first class and your effort is very much appreciated by all those who attend.

Our End of Year Mystery Weekend was held on Saturday and Sunday the 26<sup>th</sup> - 27<sup>th</sup> November. A great run and another very enjoyable weekend of motoring, scenery and good fellowship. (See the write up for this run on page 12)

Finally, to all the other members of the TR Register from all of us here in the Deep South, we would like to wish you one and all, the very best wishes for Christmas and a great and enjoyable TR New year. May your grille always point to the sun and your exhaust blow your worries away.

Jane and Trevor



**Deep South Group line-up at Koru Care Show and Shine organised by members Peter and Lauren Watkins**



**Deep South Group display at Dunedin's Autospectacular**

# ***THE DEEP SOUTH GROUP END OF YEAR MYSTERY RUN***

For a lucky few, the Friday night Elton John concert at the magnificent Forsyth Barr Stadium started the weekend off with a whizz and a bang. As the howling wind blew, testing the sound quality and structure of the new stadium, Elton John belted out his hits.

The next morning some were still dancing at the nearby Logan Park High School car park while waiting for the start of the Deep South Group's end of year mystery run; or was it dodging splats of rain whisked up by the cold southerly? There was a fine array of 25 vehicles all spruced up and rearing to go with a few tops down ready to brave the elements. Mingling thoughts of "where to for the weekend? ". The horn sounded for our team brief and then off we went in 1 minute intervals, directions in hand. The mystery tour was about to unfold.

The route took us through the hill suburbs of Wakari, along Kaikorai Valley heading south out of Dunedin for the coastal drive to Taeri Mouth. The head wind did its best to slow our progress and dampen our spirits but the mighty Triumphs labored on. It wasn't until this stage we realised we had a further sheet with questions to answer. Oops! Not only were some of us a bit blurry eyed from the late night but we had to contend with finding rapid numbers while the driver thought that meant driving rapidly. We're not doing too well with these questions.

We wandered along back road detours stopping at Lawrence for a much needed coffee. Off again, taking our time and cruising along scenic roads for a picnic lunch at Roxburgh... in the sun! Tops down!

After refueling ourselves we ventured through stunning countryside with a mountainous backdrop to the east and the west. Just when we think we have seen it all, another one is introduced. We are always amazed at the number of "new" roads we have the pleasure of touring. The wind and cool air chilled us the higher we climbed, but could it also be the fact we were heading southwards.

Croydon Lodge, Gore, was to be our stop for the night.

After a short rest - the "hallway party" began. Laughter could be heard as fellow Triumph enthusiasts shared Christmas adornment jokes such as limp reindeer antlers, over a glass or 3 of wine. Well not to be outdone, a lodge guest complained to the establishment about the noise (at only 6.30pm mind you), and we were quietly dispatched to the bar.



**Deep South Group at lunch in Roxburgh**



Tea time. Yum! We could smell it. A great selection of vegies and perfectly cooked ham on the bone. But no not yet, firstly, having the gift of the gab, Trev and Brian entertained us with some friendly banter. One fed off the other and laugh we all did. It was great. And so was the food.

Next morning well stocked up after our cooked brekky, we were ready to go - sun shining, no wind, tops down, new questions, alert and ready for today. Winding our way inland we were subjected to panoramic views of hills and mountains. Multi shades of greenery smothering the hills, lush from recent rain. The only thing breaking the silence was a Otago Vintage Car Club rally coming towards, us waving and tooting enthusiastically.

We all appreciated the packed lunch prepared for us by the lodge as we sat in the sun at Gabriel's Gully discussing the weekend's event through the beautiful heartland of the south. It's as good as it gets. Great motoring. Great scenery. Great weather? Great food.

Great Fun!!!

A BIG thank you to Brian and Susan, Trevor and Jane, and Keith and Bev.

PS Congratulations to our quiz winners – Ken and Elizabeth Harrex.

Roll on end of year mystery run 2012.

*Doug and Vio*



# Canterbury Tales...

Another year has almost passed and again you wonder where it has gone. Activities for our group have increased with better weather and with everyone wanting to get out and enjoy themselves.

This quarter started off with our monthly gathering at the Blue Rooster Restaurant in Rangiora, North Canterbury followed by October dinner at Alvarado's Mexican Restaurant in the city. Both these evenings have been well attended with 25 people for dinner.

The 7<sup>th</sup> of November was the Canterbury Vintage Car Club, All British Day. The day



**Some strange Canterbury ritual**

began at the club grounds at McLean's Island on the outskirts of Christchurch and commenced with a tour around the Rangiora, Kaiapoi area ending up at Woodend Beach. It is always nice to do something with another group to see other cars and meet other club members. We had a good number of TR's that represented our group well.

November the 23<sup>rd</sup> was our monthly get together, this time on

the south side of Christchurch at the South Rakaia Hotel. We had a great turnout of members with 30 attending and it was great to see the guys up from South Canterbury.

Sunday 27<sup>th</sup> November we meet at Hilliers Tearooms in Lincoln for a tour through the Springston Ellesmere area and a walk along Harts track and again 30 people attended. We then drove to Bryan and Carol Thomas's place for a BBQ. The weather was great, the drive was great, the company was great and the cars went well, a great day out. Our thanks to Bryan and Carol for their hospitality.

The first Sunday in December is the combined Christchurch Car Clubs Christmas Picnic at Orton Bradley Park, this is another event that we all look forward to.

With this being the last report for the year I would like to pass on Christmas Greetings to all and thank everyone around the country for their thoughts and support over what has been a challenging year.

Dave & Jenny





# City of Sails Area Report

Here we go for already the last time this year. And finally something to report about other than the club/pub nights.

Here in the north we had the Presidents run. Frank went south through the Waikato through to his new homestead in the Bay of Plenty. Along the way collecting like minded folks to see the car-collection of Marian and Dick, onwards to the airfields of Tauranga, where Keith Skilling gave a guided tour of the displayed planes. And after all that driving and hangar walking it was time for refreshments at Franks place.

The 35th running of the Isadora Duncan saw four times as many cars on the start as last year. from Central Auckland's "No Tree Hill" to Western Springs and on to the west for with simple instructions to find some answers and some checkpoints , and with the odd skill test thrown in for good measure.

In the carpark at Western Springs a distance of 5 metres was to be driven twice. The oldest car in the field, Graeme Duff' in his beautifully restored TR2 managed a combined miss of 20 cm in 2 trials. Once spot on and once 8 inches too far. Marian and Alisdair took the measurements here. Closer to the finish a distance of 4.7 km had to be driven at an average speed of 31.333 km/hr to finish in 9 minutes. Guess what, the same winner as on the other trial. The TR2 must be a good car. Matt and Nell took times here as well as photos along the rally . Since several non members (Stag, Atcc and Sunbeams) took part and were keen to see their photos it was decided to publish them on the TR website. So to see the pics , we invite you to go online.

Almost forgot to mention that we also had the AGM to attend to on the club night of November. Surely Frank will report on that one. (Ed. Yes - see Page 22)

Today the 27th of Nov. we (some eleven TR's) joined the ATCC on the Vellenoweth Green in St.Helliers for their annual show and shine. Most cars travelled along the waterfront in convoy from downtown to the venue . 30 plus Triumphs in a row makes for quite a view on this well used stretch of real estate in Auckland.

As the weather played along it was very busy on the day with people watching and drooling over the Triumph's. In total some 45 Triumphs were present Mainly Heralds, 2 Stags, 11 TR's, only shape missing was the TR3.1 lone GT6, 1 Toledo, 2 Standards, 6 TC 2000/2500 as well as Spitfires, And the winner of the day as well as peoples choice ..... you guessed it . Graeme's TR2.

As we had some low turn outs on our monthly club/pub nights, the Horse and Trap cancelled our December booking. So we are looking to go afield and maybe look at a complete different setup of 1 local waterhole to come together every month. Especially after reading about the numbers that are turning up at club nights around the country. Surely there is something we can do here in the big smoke to come up with similar numbers.

With only that club night and the Breakfast run to the Salty Dog left this year. What happened to 2011? To me it has been the fastest year on record. Sure all years are roughly 365 days (the purist might suggest otherwise) but it feels like it was gone in a flash. So till next year, were we open with the Fish and Chips run before some car-shows and the Nationals.

Wishing every TR owner and the other readers as well a Merry Christmas and a very happy New Year. Hopefully without earthquakes , recessions , rugby world cups (now that stopped Auckland going ) , flash flooding and boats running aground.

With regards from Auckland.

***Jan & Marian***

**Advertisement**

## **ANGUS KATON SPARES TRADING CO**

**An after-market part seen at a recent Deep South Group run.**

**For further inquiries contact Angus Katon at the TR Nationals.**



# Waikato Wanderings



All quiet in the Waikato leading up to Christmas. Our monthly Noggin' gatherings continue to be well attended and we have discovered some very nice eateries around the Waikato over the year. Our next Noggin will be 1<sup>st</sup> February in Morrinsville at Ruby's Bar and Eatery.

By the time this Transmission goes to print we would have had a Waikato Christmas gathering with a TR Tour ending up at Thorburns for a BBQ (report next issue).

We have some possibilities for a New Years run and will send details on to the groups should other members wish to join us.

Local gossip – Ian Macpherson celebrated a significant birthday in December – congratulations. Sue and Barry Tervit have been holidaying in Australia for 3 weeks. Vishu Singh has bought a Lotus Europa. Steve and I are also fielding a number of calls from people wanting to buy TRs – unrestored or restored – so if you have or know of one for sale, please let us know and we can 'connect' you.

Advance notice of a Waikato event in 2012 – put this on your calendar now! The Waikato Triumph Car Club Annual Classic Car show plus Swapmeet on Sunday April 1<sup>st</sup> at the Te Awamutu Race Course. Over 70 car clubs are represented. Last year Waikato TR had a display of local cars and had a great day. Entry is gold coin and it is a very relaxed day of mingling with other car enthusiasts.

Steve and I won't be able to attend 2012 Nationals, but a Waikato contingent are planning on being there. From the updates coming through it promises to be a wonderful weekend.

In the TRIX workshop at the moment is the Bedford TR3A, Bradshaw TR4, Macpherson TR4A, Empson 1.5 Riley, so plenty of projects on the go in between looking after our own fleet.

Hoping your Christmas (hope Santa brought) you lots of shiny TR parts), New Year and TR Nationals are safe and happy for you all

*Cazna & Steve*



# Hawkes Bay Happenings...

'Spring has sprung, the grass is riz,  
I wonder where the birdies is.'

A little rhyme I remember from my childhood - always makes me smile, as does spring.

The start of daylight saving is always welcomed and what better way to celebrate it than a picnic run with the TRs. September 25th dawned a cool day with rain forecast for the afternoon, but three cars arrived at our start point for a coffee before our drive to the picnic venue (Bevan's TR6, Weir's TR7 and the Thomas TR2). I made a basic blunder and hadn't checked with Wyndhams in Clive and we arrived to an empty cafe with a closed sign!!(see photo to right). A quick discussion and we headed off to At E's cafe in Havelock North where we had a lovely coffee and a treat.



A lovely drive past fields of stonefruit and early apple trees in blossom and over the hills to Waimarama beach for our picnic lunch. The effects of winter storms were very evident with many slips on the hillsides and obvious damage in the Waimarama settlement. A picnic table in the domain was the site for our lunch and the sun shone, although there were threatening clouds out to the west. A pleasant day of relaxation and chat before we headed for home. We went via our daughter and son-in-law's in Bridge Pa and got home just as the first large drops of rain arrived.

Targa visited and in fact finished in Hawke's Bay this year (29th October) so perhaps a good day to have a TR event including viewing one of the special stages, however lack of interest meant we didn't see the Targa but we held a BBQ at our place. The Weirs and Bevans arrived and we had a very enjoyable evening outside by the pool, catching up with the Rugby World Cup matches, particularly that nail biting final which Ray and Carol had attended - 'Too tense to be enjoyable' was the comment. But one point is enough for a win! Unfortunately that rain gremlin reared its head and halfway through our meal we had to pack up and move inside.

Saturday 12th November Bruce Hislop and I went down to Manfield for the first day of the MG Classic meeting. As the Manawatu Gorge road is still closed (and likely to be

until well into next year) we went over the Saddle Road which was not made for heavy traffic and is really suffering as a result. The up side of this detour is the very impressive windfarm that the road travels through. Some of the wind turbines are very close to the road so give a real perspective on their size - well worth the trip. Maybe they will upgrade this road when the traffic is back through the gorge. At the moment there are countless repairs in repairs and potholes in potholes.

A typical Manfield day, four seasons in one day, although we missed out on spring and summer! The facilities have been upgraded since my last visit with a proper stand and plastic seats. We found a good position where we could see the whole track, a wonderful feature of this circuit. A great day of racing with very full fields, including our club member Philip Hoffman (TR5) driving his immaculate 1966 Shelby Mustang GT350 in the Fast Classic class. Philip had two very good drives to finish 3rd in the first race after working his way through the field and 2nd in the second race which he lead off the start and was only passed on the 2nd to last lap by Kevin Gimblett's Chev Camaro, when a brake issue caused the rears to lock up heading into the hairpin. A TR7 V8 also ran in the Classic Class, driven by Warwick Brandon. The Formula 5000 cars produced another faultless drive from the amazing Kenny Smith - so fast and consistent for a 70 year old, long may it continue. A great days racing, shame about the cold and occasional shower - maybe the weather will be better next year.

By the time you read this we will have been on our weekend trip to Gisborne where we plan to catch up with members Chris Carter (TR7) and new member Ray Shutler (TR4a) - report in the next TRansmission.

We wish everyone a very Merry Christmas and all the best for 2012.

If you are in our area over the holiday period get in touch, details in the front.

Safe moTRing

*Graeme*



Lunch at Waimarama - slips on the hillside

### **Hawke's Bay Events:**

**Thurs 12th Jan:** Club Nite at The Loading Ramp, Havelock North 7pm. A drink and some food and a chat.

**Sun 15th Jan:** Beach picnic run. Meet at 10.30am for a coffee at The Factory, Bridge St, Ahuriri (next to Vetro). Bring lunch.

**Mon 6th Feb:** Waitangi day run. A winery picnic. Bring lunch. Meet at 10.30am At E's, Village Court, Havelock Nth.

**Thurs 16th Feb:** Club Nite at The Station, Station St, Napier 7pm.

# **TR Register (NZ) Inc**

## **Presidents Annual Report**

**1 November 2011**

Welcome to the 26<sup>th</sup> Annual General Meeting of the TR Register (NZ) inc . It is my privilege as President to prepare this report to the members. This year has been eventful indeed judging by the enthusiasm and initiatives we have seen from the national groups. We have been bystanders as our Christchurch friends have experienced considerable adversity, yet the Christchurch group has flourished. Take a bow Christchurch we can but admire you all.

The TR Register is in fine heart; our membership peaked this year at 309 members up from 254 in 2010, largely due to the membership drive during that year. To those who joined during that period, I do hope that membership has been rewarding and that you have renewed membership again this year. Our TR Register is an organisation that brings like-minded people together to share experiences, friendships, and support as we pursue our dream.

The 2011 incoming committee sought to canvas members thought's on the future of the TR Register. Opinions were sought at the NW11 forum, Wanganui and ideas included more use of colour in special editions of TRansmission, flags for each group to be used at TR events, the annual issue of a membership list. The committee has taken these suggestions on board and many of the requests have been undertaken or are under action.

Speaking of Wanganui NW11, those who attended experienced a successful weekend superbly organised by Ken Pfeffer, Alan & Gael Hylton. Following the now established three day weekend introduced at Cromwell by the Deep South Group organisers, the Wanganui national weekend was another successful event. We caught up with and established new friendships, sampled fine wine on the Wanganui River, coveted other members TRs, travelled the district thoroughly and shared many stories. Ken, Alan and Gael we thank you for a weekend that we will not forget. The post weekend tour lead by Ken introduced us to the many corners of Taranaki that in all probability we would not have ever experienced. A post NW tour is a must do opportunity if you are able to do so.

The constitution has served us well since the inauguration of the TR Register 26 years ago. However like life, time has finally caught up and it is necessary to revisit the constitution to reflect the current environment. A sub group of the committee has been meeting to work through the document with the intention to adopt it at the 2012 AGM. To achieve this aim the NW2012 forum is the opportunity to present the document and to obtain feedback from the membership, following which the Committee will receive the document and recommend it be adopted at the AGM. May I extend my thanks to the members of the subgroup who have committed their time to this task and continue to do so.

The editorial team of TRansmission is to be congratulated for our fine publication, when compared to the content and quality of that from other clubs ours is right up there.



The team has now offered this publication in digital form in addition to the printed magazine, the main benefit being that all the images will be in colour. The TR Register is again at the forefront as I'm not aware of other New Zealand clubs offering this bonus to its members. Taking up the suggestion of members for extended use of colour printing in special issue, TRansmission issue #146, (March 2011) was considered the ideal opportunity and the intent is to repeat this initiative following NW2012. Each TRansmission issue relies on you the members to contribute, whatever the topic, be it technical, general TR interest, update on your restoration, or social events and the like, all will be gratefully received by the team of Stephen Higgs, Brian Hope and Trevor Payton all of the Deep South Group, thanks guys.

One of my favourite topics is promotion of the marque and we have seen The TRs displayed throughout the land at key events this year. To see the TR250 displayed on the cover of Classic Car magazine recently was wonderful for the TR marque,. The TR (whichever model) is a true classic with excellent pedigree, generating greater interest and therefore desirability can only benefit the club. The intent is to use the website more to promote the TR Register, the NW11 forum established that the most popular pages were the calendar, news and views and spares. Prospective members can judge quickly just how active the Register is by just looking at the many events they can participate in. This does mean that the groups must send their calendar's to the webmaster for publishing on the website. Again publishing your event on the website promotes just how much fun can be had with likeminded people. Work in progress includes publishing our Concours Masters Class winner each year; I would like to see this also extended to unique TRs and derivatives.

The Register is in a secure position financially and member's funds are managed prudently. It is important that the annual subscription is kept at an affordable level and I am pleased to see that once again we are able to maintain a membership fee of \$40. Interest from reserves, spares trading and the Ellerslie Intermarque Concours contribute to the income allowing us to maintain the present subscription level. Alisdair Keucke represents the TR Register on the Ellerslie committee and participates to the extent that the Register benefits directly from his effort, many thanks Alisdair. The treasury is in the able hands of Trevor Hynds; his report at each meeting is very professional as is the advice backed by the experience he brings. Thank you Trevor.

Given we drive English cars of questionable reliability the spares service is another key component of the TR Register activities. Now headed by Ian Harris & managed by Kevin Glover the stock lines have been extended during this year providing a greater range to members, this is constantly under review as we continue to get a picture of the needs of members. A particular initiative being investigated is the idea to carry a range of specialist tools that can be available for members use. Spares is particularly time consuming and I would like to thank Ian and Kevin for their commitment, I know it is appreciated by us all.

Technicalities, the portfolio taken up by Robert Johnston, providing technical advice and assistance is a core Register activity. Unfortunately the excellent Technicalities CD published by the UK TR Register cannot be made available to the NZ Register members. Plan B is to compile a list of contents of technical information available to us together with web links that members can access. This is quite a task as you can imagine but of immense benefit. I would like to thank Robert for his very good technical articles published in TRansmission and his offer to commence work on the project.

Our Registrar, Kevin Tinkler can be regarded as Mr TR. Kevin's current project is to assemble our Register record of vehicles on to a digital platform. As we move further into this digital age we rely more heavily on electronic storage and transfer of information. Not to be understated this is quite a task and I would like to thank Kevin & Robert Johnston who is assisting Kevin.

The Register would not exist without the dedication of committed people from the committee, to Group Leaders, to those who put their hand up to organise events. At the 2010 AGM, four Honorary Life Memberships were awarded to people for long and committed service to the Register. They include Chris Watson, Barb Hendrickson, Kevin Tinkler and Peter Mence. It is fitting that this year a proposal has been received from Kevin Tinkler to award Cazna and Steve Payne with Honorary Life Membership. They have been contributing members from the outset and Waikato Group Leaders. The committee has endorsed the nomination and recommended it be presented to members at this AGM.

Group Leaders play a vital role in the regions, they work tirelessly on behalf of us all to the promotion and preservation of the marquee and I would like to extend our thanks for their effort.

Regretfully I have accepted the resignation of Richard Wooster from the committee. Richard a TR7/8 man has served on the committee for the past four years & wishes to step down due to personal circumstances. I thank Richard for his contribution to the members and wish him well.

Committee members Alisdair Keucke- Secretary, Jan Hendrix (Auckland Group leader) together with David Snelling and to Kevin Tinkler who was co-opted for four months, my thanks for your full contributions this year.

To Ann my wife, without her support and assistance I would not be able to undertake the role, I cannot thank you enough. The partners of all contributing members of the Register must also be recognised for their support, thank you.

Lastly to each of you, the members, you are the TR Register and I look forward to catching up with you at NW12 Christchurch.

*Frank Cleary*

**President**

**TR Register (NZ) Inc.**

# TR REGISTER NEW ZEALAND INC

## STATEMENT OF FINANCIAL PERFORMANCE

### FOR THE YEAR ENDED 30 SEPTEMBER 2011

| <b>INCOME</b>                        | <b>2011</b>      | <b>2010</b>      |
|--------------------------------------|------------------|------------------|
| Interest Received                    | 2,744.94         | 2,247.01         |
| Intermarque Concourse surplus        | 1,610.00         | 1,540.00         |
| Donated parts sold                   | 297.50           | 419.00           |
| Swan Insurance                       | -                | 62.29            |
| Income from Spares                   | 4,469.14         | 6,171.94         |
| National weekend surplus             | 646.88           | -                |
| Subscriptions                        | 13,410.00        | 9,373.32         |
| Spares Contingency not reqd          | 2,700.00         | -                |
| <b>TOTAL INCOME</b>                  | <b>25,878.46</b> | <b>19,813.56</b> |
| <b>SPARES TRADING</b>                |                  |                  |
| Sales - Spares                       | 25,988.92        | 31,333.23        |
| Sales - Clothing & Regalia           | 153.00           | 380.00           |
| <b>TOTAL SPARES SALES</b>            | <b>26,141.92</b> | <b>31,713.23</b> |
| <b>less: COST OF SPARES SOLD</b>     |                  |                  |
| Opening Stock (Parts)                | 33,206.93        | 35,380.78        |
| Purchases - Indent & Freight         | 26,678.21        | 23,367.44        |
|                                      | 59,885.14        | 58,748.22        |
| Closing Stock (Parts)                | 38,212.36        | 33,206.93        |
| Stock in transit                     |                  | -                |
| Cost of Spares Sold                  | 21,672.78        | 25,541.29        |
| <b>Income from Spares trading</b>    | <b>4,469.14</b>  | <b>6,171.94</b>  |
| <b>EXPENDITURE</b>                   |                  |                  |
| Computer, Internet & Software        | 247.63           | 222.62           |
| Insurance - Liability                | 389.64           | 371.25           |
| Depreciation                         | 324.00           | 324.00           |
| General Expenses                     | 1,211.98         | 1,172.39         |
| Group leader expenses                | -                | 74.00            |
| Parts Insurance Contingency Fund     | -                | 450.00           |
| Parts Insurance Premium              | 618.70           | -                |
| Magazine Costs                       | 11,131.00        | 6,214.42         |
| National Weekend - 2011 incl subsidy | 1,054.00         | 1,979.92         |
| National Weekend - 2012              | 411.70           |                  |
| Postage & Stationery                 | 1,588.47         | 728.18           |
| Subscriptions - FOMC                 | 180.00           | 88.00            |
| Trophies & Plaques                   | 1,580.07         | 1,764.58         |
| Brochures & Membership project       | 133.60           | 4,302.36         |
| <b>TOTAL EXPENDITURE</b>             | <b>18,870.79</b> | <b>17,691.72</b> |
| <b>SURPLUS TO ACCUM FUNDS</b>        | <b>7,007.67</b>  | <b>2,121.84</b>  |

# TR REGISTER NEW ZEALAND INC

## STATEMENT OF FINANCIAL POSITION

### AS AT 30 SEPTEMBER 2011

| <b>ACCUMULATED FUNDS</b>                | <b>2011</b>       | <b>2010</b>       |
|---|-------------------|-------------------|
| Opening Balance                         | 92,859.13         | 90,737.29         |
| Surplus for year                        | 7,007.67          | 2,121.84          |
| <b>TOTAL ACCUMULATED FUNDS</b>          | <b>99,866.80</b>  | <b>92,859.13</b>  |
| <b>REPRESENTED BY:</b>                  |                   |                   |
| <b>CURRENT ASSETS</b>                   |                   |                   |
| Accounts Receivable                     | 187.36            | 940.41            |
| ASB Cheque Account                      | 604.72            | 8,891.85          |
| ASB Imprest Account                     | 2,173.44          | 7,715.13          |
| ASB Term Deposits                       | 57,413.38         | 52,017.31         |
| ASB cheque account - Admin              | 4,839.14          | 907.70            |
| Stock on Hand & Indent                  | 38,212.36         | 33,206.93         |
|   |                   | -                 |
| <b>TOTAL CURRENT ASSETS</b>             | <b>103,430.40</b> | <b>103,679.33</b> |
| <b>FIXED ASSETS</b>                     |                   |                   |
| Tents at Cost                           | 1,620.00          | 1,620.00          |
| less accumulated depreciation           | (1,620.00)        | (1,296.00)        |
|   | -                 | 324.00            |
| Computer & Equipment - Cost             | 4,198.00          | 4,198.00          |
| less accumulated depreciation           | (4,198.00)        | (4,198.00)        |
|   | -                 | -                 |
| <b>TOTAL FIXED ASSETS</b>               | <b>-</b>          | <b>324.00</b>     |
| <b>TOTAL ASSETS</b>                     | <b>103,430.40</b> | <b>104,003.33</b> |
| <b>CURRENT LIABILITIES</b>              |                   |                   |
| Sundry Creditors & Indent deposits held | 2,843.60          | 4,674.20          |
| Accumulated Parts Insurance Contingency |                   | 2,700.00          |
| Subscriptions Rec'd in Advance          | 720.00            | 3,770.00          |
| <b>TOTAL CURRENT LIABILITIES</b>        | <b>3,563.60</b>   | <b>11,144.20</b>  |
| <b>NET ASSETS</b>                       | <b>99,866.80</b>  | <b>92,859.13</b>  |



## **NOTES TO THE ACCOUNTS FOR THE YEAR ENDED 30 SEPTEMBER 2011**

### **STATEMENT OF ACCOUNTING POLICIES**

#### **BASIS OF ACCOUNTING**

These Accounts are prepared in accordance with the reporting requirements of the Institute of Chartered Accountants of New Zealand Reporting Standards using the historical cost convention. Accrual accounting has been used to match expenses and revenues and reliance has been placed on the fact that the Register is a going concern.

#### **Changes in Accounting Policies:**

There have been no changes in the accounting policies and they have been applied on bases consistent with those used in previous years.

#### **COMPARATIVE FIGURES**

The comparative figures refer to the twelve month accounting period ended 30 September 2010.

#### **FIXED ASSETS**

Fixed Assets are included at cost less accumulated depreciation.

#### **DEPRECIATION**

Depreciation has been calculated at the following rates;

|                    |                       |
|--------------------|-----------------------|
| Computer equipment | 33% per annum on cost |
| Tents              | 20% per annum on cost |

It is considered that the assets will be adequately written off over their useful lives.

#### **STOCKS**

Stocks are valued at the lower of cost, or market selling value on a basis consistent with the previous year. Items that have not moved in more than 3 years have been written down to nil value. Costs are assigned on a first in, first out basis. Cost, consists of direct materials and freight & other costs incurred in acquisition.

#### **PARTS INSURANCE CONTINGENCY**

Each year since 2005 the sum of \$450 was set aside to cover the risk of the parts inventory being destroyed as a result of fire. The committee has decided that due to the increased value held that the stock should be insured and cover has now been arranged. The contingency provision is now no longer required and has been written back into the funds of the Register.

#### **GOODS AND SERVICES TAX**

The Register is not registered in terms of the Goods and Services Tax Act of 1985.

#### **CONTINGENT LIABILITIES**

The Register had no material contingent liabilities at Balance Date.

#### **SECURITIES AND GUARANTEES**

The Register has given no securities or guarantees at Balance Date.

# ***REAR IRS WHEEL HUBS UPGRADE***

A coming problem for those who have IRS Triumph TR's – TR4A-6 (also T2000/2500 Saloon & Stag). Our pride and joys have a real weakness that now can be overcome. With the evolution of modern tyres and other suspension upgrades the hub problems will become even more prominent in the future.

The rear wheel hubs are now getting very old and in many cases worn. These hubs have had a precious place in the TR's history to date. Anyone racing a TR6 will be aware of this weakness the original hubs have. Some may remember the White TR5 racing at Pukekohe, Auckland, a few years back that rolled a number of times – this was a hub failure that happened there. The factory hub transmits all the side forces through a small diameter axle shaft, a larger outer and small inner bearing with a collapsible spacer in between. Some will know, as they are repeatedly removing these hubs to adjust them for the Warrant of fitness people and in a few cases some will have experienced the loss of a wheel. Then there is the possible main shaft stress cracking that has developed from the previous repairs, vehicles mileage or age of the metals.

The original hubs, if in good order, are fine but, there is a big unknown factor with them. The other issues are the special tools required to get them apart are very hard to locate and dismantling by other means usually damages parts of the assembly and it's getting harder to find replacement parts required. The backing plate that has the wheel studs through is very soft cast iron and many have a lot of run-out which while driving feels like a wheel out of balance, this has been caused from prior repairs or the use of air rattle guns taking the wheels off and on.

In our case, the hub problem (RHS) arrived while we were away over on the West Coast recently and cornering to the left made all sorts of noises – something like fingernails across a blackboard sound or stones in the brakes. We nursed our car home and when able to dismantle it found the hub had seized its bearings from the age of the lube. All was in a sad state. I had a few spare hubs but all were in similar condition. I did manage to overhaul and replace my worn hub and drive the car again. But the thought of losing a rear wheel was still eating at me!



So, I went on the internet and found the answer and made the effort to import a couple of these uprated replacement hubs, knowing I will have the car for some time to come and wanting to make it safe. These replacements have come along as a complete replacement to fit with much stronger hubs, putting an end to worries of a dangerous failure.

The new hubs are a much stronger design, as the side force is transferred directly from the wheel flange to the large bearing.

Having installed both sides now, I feel secure and the driving "feel" is lovely and smooth. The options of replacement are varied from just a hub replacement that fits to your existing half shafts to a complete unit with CV joints at both ends. Even if you don't race your car normal motoring is made better and the peace of mind of knowing things are stronger lets you sleep better!



Failure of the weak, factory fitted rear hubs can cause a wheel to suddenly part company with the car with devastating results, but that is now all gone for us. What I thought was wire wheel spoke flex while cornering must have been the hubs moving around!!!

Recommend this upgrade to everyone.....the answer is available...

Features:

- Uses a modern double row, angular contact, sealed ball bearing. No more radial movement.
- Slightly reduced weight, a much stronger assembly improves the handling.
- Simple bolt-in with no modifications to trailing arm for the hub unit we fitted.

*David Mehrtens*

# TO E OR NOT 2 E?

## (ETHANOL OR NOT)

In this instance the **E** refers to Ethanol based fuels for your TR. Recent global trends have led towards the increased use of Ethanol in automotive fuels in varying proportions, particularly in the UK & Europe but they do not come without some serious concerns for owners and users of older vehicles.

### The New Zealand Rules:

Petrol blended with ethanol, of up to 10% by volume can legally be sold in New Zealand. If petrol contains ethanol greater than 1% by volume, the seller of the petrol must ensure that the dispensing pump or container is clearly marked to display:

- 1) the maximum percentage by volume of ethanol that the petrol contains (which must be no greater than 10%); and
- 2) the words "May not be suitable for all vehicles/engines. Check with the manufacturer before use."

The common indication of the % of ethanol in a petrol/ethanol blend as required by 1) above is E followed by the percentage of ethanol. i.e. "E3", "E5", "E10".

Those readers with reasonable memories will recall the debacle that surrounded the introduction of ULP (UnLeaded Petrol) in the mid 1990's. The problems that arose as a result of introducing these new fuels with no real preparation or planning will be remembered for a long time and may in part be responsible for the somewhat more careful approach to Biofuels as many of the concerns that are now being raised are the same as or similar to those that should have been raised a decade and a half ago. Maybe events of the intervening years have left bureaucrats and fuel suppliers a little more aware of their responsibilities?



Keeping in mind the caution from above "*May not be suitable for all vehicles/engines. Check with the manufacturer before use*" this may be a good time to briefly review some of the potential problems that biofuels may cause in older vehicles:

1) Ethanol is prone to absorb moisture. This can lead to an increased risk of corrosion in fuel system components such as tank, fuel lines and carburettors as well as misfiring or engine stoppage due to water in the fuel.

2) Theoretically a 10% blend of Ethanol can degrade fuel consumption by up to 3%

3) There is strong potential for incompatibility with rubber and plastic components in



the fuel system ...maybe similar to what was experienced with the introduction of ULP. **PI TR5's & TR6s take note.** From information ex FBHVC UK (ref link below) there is also real concern regarding incompatibility with fuel tank sealants and other components.

To date Gull & Mobil are known to be distributing E10 blends in the North Island. Climatic concerns leading to greater potential for moisture from condensation accumulating in the fuel system may delay distribution in the South Island.

For more information the Internet has some sites that are worth looking at:

Federation of British Historic Vehicle Clubs: **(Recommended)**

The page below is probably the best summary available on this topic:

<http://fbhvc.co.uk/bio-fuels/>

The New Zealand Federation of Motoring Clubs

<http://www.fomc.co.nz/Biofuels-webcopy.pdf>

NZ Automobile Association

<http://www.aa.co.nz/motoring/aa-torque/speaking-up/environment/biofuel/>

In summary, **BEWARE.**

**General comment from around the world and local advice from NZFMC & AA suggests AVOID using any Ethanol blended fuel wherever possible in your TR.**

*Robert Johnston*

*Editor's Note*

*Thanks to Robert for this article, and to **Graeme Thomas** and **Nigel Hayman** who drew my attention to material published by Moss in the UK (which came from the recommended website material Robert highlights), and which prompted Robert to pull this article together with a New Zealand perspective.*

# ***TRIUMPH ROADSTER***

**The first post WW2 car that set the pattern of Triumph open air vehicles..** The Triumph Roadster 1800 (18TR) and 2000 (20TR) – built 1946-49. Predecessor to the TR2 and the rest of the TR family of models!

## **The car's design background.**

The car was designed in the closing days of World War II, shortly before Triumph was bought by the Standard Motor Company and the Managing Director, Sir John Black, wanted a sports car to take on Jaguar who had used Standard engines in the pre-war period. After the war much of British industry had seen the necessity to enter the lucrative US market simply as a means of survival. So the 1800 roadster was developed primarily as an export car. Frank Callaby was selected to style the new car and after getting Black's approval, he and Arthur Ballard produced working drawings with Callaby responsible for the front and Ballard the rear. Mechanical design was by Ray Turner. Walter Belgrove who had styled the pre-war Triumphs and was employed as Chief Body Engineer had no part in the design.

With early post war steel shortages the body was built from aluminium using rubber press tools that had been used making parts for the largely wooden bodied Mosquito bomber aircraft that had been built by Standard during the war years and the chassis was hand welded up from steel tube. The engine was based on a 1.5 Litre, four cylinder Standard design which had been supplied to Jaguar. A four speed gearbox with synchromesh on the top three ratios was used.

The tubular steel chassis featured transverse leaf sprung independent suspension



at the front and a live axle with half elliptic springs at the rear. The rear track was considerably narrower than the front. Brakes were hydraulic.

The body design was anachronistic. A journalist old enough to remember the pre-war Dolomite Roadster which had inspired the car felt that the elegant proportions of the earlier model had been abandoned in favour of a committee-based compromise, "a plump Christmas turkey to set against that dainty peacock...[more] Toadster [than Roadster]". The front had large separate headlamps and the radiator was well back from the front between large "coal scuttle" wings. Passenger accommodation was on a bench seat that was claimed to seat three: the car's 64 inch width helped make a reality of the three-abreast seating, and the approach meant a column gear change was required. The car's unusual width also made it necessary to fit three screen wipers in a row, an example later followed by early shallow windscreen Jaguar E Types. Additional room for two was provided at the rear with folding Dickey Seats (this was the last ever car to come with "dickey or mother in law" seats) with its own folding up windscreen, this was outside of the hood that could be erected to cover the front seat. Entry and exit to the Dickey seat was never easy and a step was provided on the rear bumper.

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

### **From 1800 to 2000 Roadster.**

The only significant update in the Roadster's production came in September 1948 for the 1949 models, when the 2088cc Vanguard wet sleeve engine and transmission were fitted. A retrograde step was the fitting of a three speed gearbox even though it now had synchromesh on bottom gear. Apart from minor modifications to the mounting points, the chassis, suspension and steering were unaltered.

On test the changes resulted in the top speed increasing marginally to 77 mph (124 km/h) but the 0-60 mph time was much better at 27.9 second (Ed - if that's much better, I'd hate to have owned one of the earlier models!). The car was never made in large numbers and was mainly hand built. 2501 examples of the 1800 18TR and 2000 20TR of the larger engined version were made. These cars are as rare as TR3B's and TR5's in the world.

Today, surviving examples are keenly sought and change hands for high prices. There is a worldwide club ([www.triumphroadster.org.uk](http://www.triumphroadster.org.uk)) based in the UK that was founded in 1960 to assist with the cars survival and offer members technical information and parts for the cars. The club currently has 582 members, who between them own 242 examples of the 18TR model, and 303 of the 20TR model.

### **"Bergerac cars" as they are affectionately known..**

During the 1980's and 1990's a long running BBC series featured the model with the registration number J1610. Bergerac hit the trail of villains, murderers, spies and smugglers with the island of Jersey providing a glorious backdrop. But the car was very temperamental and caused immense problems during filming. John Nettles loathed it.

## **The 20TR in the South, the pre TR Sports car Roadster.**

Well there is at least one of these machines in the south and likely to attend the Deep South Group runs and outings. This green Triumph Roadster (known as a 2000 Triumph as it has on its ID plate under the bonnet) has many characteristics that went into the TR2. When you look around the vehicle and know your models of Triumph sports cars you can see where some of the designs and methods came from (some might even say once they had done the redesigning they stopped doing anymore!). The interesting thing is the engine and its connections look to a TR owner very familiar.

Now this car is lovingly owned by a family who currently reside in Hong Kong. Steve Penman the owner is a Kiwi, who was once living in Christchurch and has been overseas for a number of years. Steve, while in the UK, purchased the car and sent it back home to New Zealand in 1994. The car has had major work done from a chassis rebuild to body refurbishment. In the years since, the car has been stored and driven very little. But Steve really cherishes the opportunities to get to drive the car when he is in the country. Yes a long distance love affair!

The great news is during 2011 an effort was made to get the car complied, registered and onto the road again. This is where I got involved. A phone call was received at home asking if I could help finish this Triumph and sort the problems that were holding it back – namely the clutch was slipping! The car was now registered and so called road worthy but, you couldn't drive around the block without stopping. The car now has had the clutch repaired and a number of other issues sorted.

The most interesting things to repair were improving the column change to find the other two gears and also tighten the cylinder head down that was so loose! The water in the cooling system was more like liquid chocolate than coolant. For those with TR2's may relate to this too, the spark plugs had been replaced with the replacements equal to the originals and the engine was very sluggish with the current fuels. Once the more extended tipped plugs (same as in TR3's on) were fitted and the carburetor fuel float level adjusted, it is now a lot more lively.

The car is an interesting experience to drive, the feel is very vintage and you really appreciate how much motor vehicles have advanced today, but that's why we love them so much, isn't it.

*David Mehrtens*





# Spares News...

Kevin has decided to take a bit of a holiday, so he kindly “volunteered” me to write a few words about spares in his absence. “Anything will do” he said. So here goes....as per normal there is good news, the bad news (and, hopefully, some other news).

The bad news is that my attempt at writing this column will probably be nowhere near as informative and interesting as Kevin’s efforts.

The good news is that I get a chance to remind us all about the sterling spares related work Kevin has done over the years (without him knowing).

Did you know that the Register has been providing a spares facility to its members for over 25 years and for most of that time it has been run by a very enthusiastic Kevin? Over the years, the spares stock has steadily increased to the 500 different items carried today, valued at \$38,000, and I am assured Kevin is on intimate terms with every part ! (Well, he told me he can lay his hands on all the parts – in the dark!!)

The number of stock items is still growing steadily, with new parts still being added. Once or twice a year, according to demand, Kevin compiles a list of parts for stock replacement, new stock items and items ordered by members for indent. And this is where I fit in - I then order the parts on our supplier(s) – (usually Moss in the UK), arrange for shipment to NZ and delivery to Kevin for cataloguing (and for him to get on intimate terms with all the new parts!)

The Register’s relationship with Moss is so well established, that we enjoy a very good discount on most items. By sea freighting the order we keep shipping costs down and although we still have to pay the dreaded GST etc, the cost of parts we end up holding in stock is usually less than the normal retail price from the main overseas suppliers. The latest order from Moss is in transit right now and will be here around New Year.

The complete list of spares available to members is available on our website and it is updated when new stock is received – so go check it out. If a part you need is not listed, give Kevin a bell, or send him an email anyway. His wealth of knowledge may help identify an alternative part, source or option for you – or it can be added to the next indent list.

Just out of curiosity, I took a look at a Spares List from 20 years ago (it listed 99 items) and randomly compared a few prices:

| Part # | Description             | Cost 1991 | Cost 2011 |
|--------|-------------------------|-----------|-----------|
| 107626 | TR2/4A inlet valve      | \$10.00   | \$10.04   |
| 200772 | TR2/3A Upper balljoint  | \$95.00   | \$24.91   |
| 110466 | TR2/3A Tierod end       | \$66.00   | \$62.30   |
| 850281 | TR4/6 Sill outer LH     | \$114.50  | \$147.12  |
| 150696 | TR4/5 Steering coupling | \$55.40   | \$40.64   |

Interesting eh??

Well, that's all from me for now – it's back to normality for the next Issue.

Wishing you the best of the festive season and I might see you in Christchurch, if not before.

***Ian Harris***



# MOVIE REVIEW



## Échappement Libre. ("Free Exhaust")

Black & White 15:9 1964 (In USA released as "Backfire").

This is most likely the movie in which a TR plays a more predominant role than in any other, with the TR3A in the 1960 movie "La dolce vita" following up in second place.

**Starring:** One or more **TR4s**, Jean-Paul Belmondo, Jean Seberg and Enrico Maria Salerno. **Director:** Jean Becker

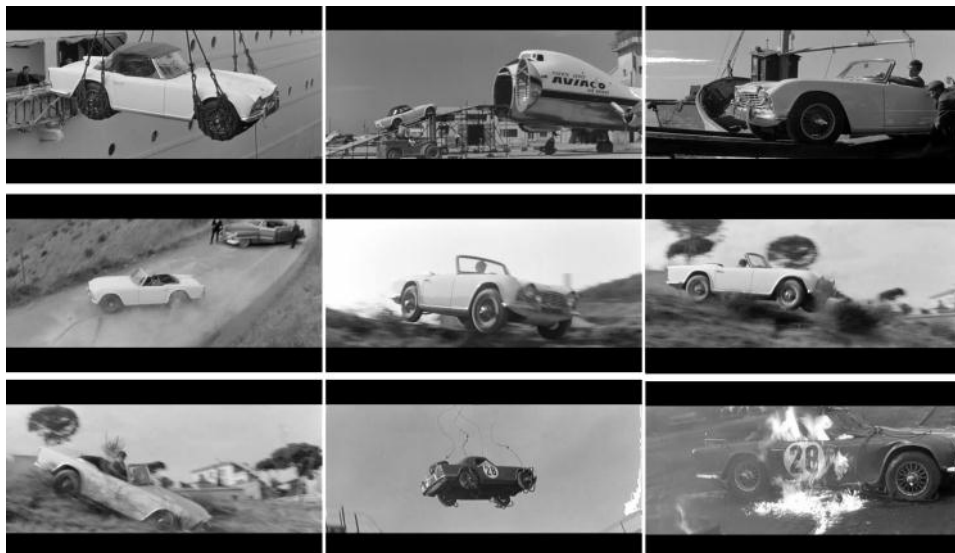
### Synopsis:

David (Jean-Paul Belmondo) is a professional smuggler specialising in gold and jewels. He undertakes to move a car ...not just any car but a white TR4, to Lebanon accompanied by the glamorous and probably rather high maintenance companion Olga. During the journey David decides to change the plans and sets out to steal the stolen gold and, surprise, surprise incurs the wrath of his employers who, in turn set a pack of hired killers on his trail.

During the movie the TR4 has some of its body panels filled with gold and travels on ships big and small. David and the TR4 get into a gun fight and escape down a hillside over terrain that could maim any car let alone a TR. Eventually the TR4 has a fatal misadventure when being unloaded from a ship.

### TRs and the Movies:

To learn more about TRs in the movies have a look at the Internet Movie Cars Database: <http://www.imcdb.org>



# TRansactions

## FOR SALE

### Triumph TR8 TPVDV8AT211504 Plate: TR8

1980 model year sold new in Feb 1981 to original owner New York and moved shortly afterwards to San Diego. Imported to NZ in March 2004.

This car is in its original LHD state as built with power steering etc. Air con components have been removed but are included. Since arriving in NZ all rear suspension bushes, both front shock absorbers and bump stops, front sway bar mount bushes, boot & door seals, boot floor "carpet" and other rubber components have been replaced. Exhaust system has been extensively rebuilt and/or replaced to stop it rattling against the rear axle etc.

The TR8 is in a very tidy quite original state and comes with a wide range of spare parts including:

1 Rear axle assy less brakes 3.05:1 ratio (TR8 spec)

1 Rear axle assy less brakes 3.45:1 ratio (TR7 5 speed spec)

4 original "Anniversary" alloy wheels (1 damaged but repairable)

The spare wheel is the 5<sup>th</sup> of these original wheels

Complete roll bar (was on car when imported but since removed)

1 set bushes front sway bar to vertical link (New)

1 set replacement rear number plate lamps

1 set Front sub-frame mount bushes (rubber)

Assorted radiator hoses & clamps

A list of all parts (about 100 items) will be published under "TRansactions" on the website [www.trregister.org.nz](http://www.trregister.org.nz)

Open to Offers

Contact **Robert Johnston** 09-5754151

### 1966 Triumph TR4A

New Zealand new

Colour 'New White', Red leather, Black hard and soft tops.

Surrey Top.

Registration Plate "A TR4A".

This car was built in December 1966 and shipped to New Zealand on 28 December. First regd in New Plymouth in March 1967.

A past owner undertook a rebuild in 1984. A detailed account of work undertaken is available.

This car, although not concours, is a very good example in very good structural and mechanical condition. The photos go some way to confirm this. But you do have to see this puppy to fully appreciate.

This vehicle has been well maintained by David Mehrtens since my ownership.

The car will come fully registered and with a new WoF.

The Personalised Number Plate will go with the car, assuming asking price secured.

This represents a rare opportunity to invest in a NZ new classic car of proven pedigree.

Price, \$41,000 firm.

Contact Richard: 021 488 574 or e-mail [richard.whitney@mercyhospital.org.nz](mailto:richard.whitney@mercyhospital.org.nz)  
(See inside back cover for photos)

### TR fibreglass hardtop for TR 2, 3, 3a

Made by Microplas Ltd England

Has the rear widow section missing and needs some repair and tidying up.

If interestred I will email pictures.

Open to offers

Paul Ellerby  
021 702 622 09444 0436,  
[pauellerby@hotmail.com](mailto:pauellerby@hotmail.com)

**PTO**



*Members are welcome to advertise on these pages at no charge. We will automatically publish an item twice but need to hear from you if you wish the ad to appear again after that. Also please advise us if you have bought or sold the advertised item.*

## **WANTED TO BUY**

### **TR2 Parts**

Gearbox Casing, or Complete Box. Water pump Pulley, Low port Inlet Manifold, Girling Double Master Cylinder Mounting Bracket (as Fitted To TR3A), Brake/Clutch Fluid Reservoir (Girling), Brake And Clutch Pedal Pivot Shaft, Clutch Housing Cover, Rear Brake (Girling) Adjuster Wedges X2, Air Cleaners X2 (1½" Version).

**Ken Saville,**  
+64 4 2983287(H)  
+64 274 448123(M)  
[kensound@xtra.co.nz](mailto:kensound@xtra.co.nz)

**TR4A or TR6** in good to excellent condition

**Robert Patton**  
07-5792609H or 021-445520M  
[robert@patton.org.nz](mailto:robert@patton.org.nz)

**Late TR6 input shaft** for gearbox, (for open cage, slide in bearing to mainshaft).

Phone 03 9423978,  
[stephen.rofe@cdhb.govt.nz](mailto:stephen.rofe@cdhb.govt.nz)

**TR4 or TR4A**  
in good condition,  
Contact Paul Ellerby  
09 444 0436 or 021 702 622  
[paulellerby@hotmail.com](mailto:paulellerby@hotmail.com)

### **TR2 1955 Front Bumper bar and over-riders**

Ph Ian at 034492322  
[ian\\_lyn@ihug.co.nz](mailto:ian_lyn@ihug.co.nz)

### **TR7 2L Block with caps & crankshaft**

Standard size or complete engine for parts

**Grant Wightman**  
130 Arundel Rangitata Rd RD 22 Geraldine  
03-6963550 or 027-529939  
[g.n.wightman@xtra.co.nz](mailto:g.n.wightman@xtra.co.nz)

### **TR6 Hardtop and pressed steel wheels**

Preferably complete hardtop and in good condition but would consider all. .

Preferably a full set of wheels but would consider buying singles.

Please ph 09 408 4988 or email  
[gobblesnz@hotmail.com](mailto:gobblesnz@hotmail.com)

### **TR3A Badge Bar**

Badge bar suitable for TR3A.  
If you can help in any way please:

Contact  
Bob Birdsall  
Ph 07 8647223  
[janandbbirdsall@clear.net.nz](mailto:janandbbirdsall@clear.net.nz)



Not a TR, but pretty cool.....



You work it out.....



