

TRansmission



#150 March 2012
Official Magazine of TR Register of NZ Inc.



The Canterbury organisers donating the funds raised at the Nationals to Ronald McDonald House



Otaaaaaa..go

TRAnsmiSSion

CONTENTS #150

Top Torque	3
Meet Your Committee	5
Editorial Team Talk	6
New Members	7
City of Sails	8
Canterbury Tales	10
Deep South Group	12
Waikato Wanderings	16
Hawkes Bay Happenings	17
NATIONALS SPECIAL	20-33
The Top o' The South	34
Wellington Wafflings	36
TRs in the Movies - NZ	38
Tech bits & pieces	40
TR Enthusiasts Award	41
Spares News	42
The Registrar Reports	44
Cartoon Corna	46
Transactions	47

FRONT COVER

The TR Nationals had a proud Canterbury theme. Here are three Canterbury cars using the special TR designed Nationals umbrellas to good effect.

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.

TR REGISTER NEW ZEALAND (Inc)

P.O. Box 17-138 Greenlane

Auckland 1546 New Zealand

web site: www.trregister.org.nz

e-mails: info@trregister.co.nz or as below



2010 / 2011 NATIONAL COMMITTEE

President/Archivist/Concours

Frank Cleary (09)410-9525 TR4/TR6/TR8/GTR4A

Dove

Treasurer

Trevor Hynds (09)372-3182 TR6

Secretary

Alasdair Keucke (09)480-1329 TR6

Editor

Stephen Higgs (03)489-1934 TR4/TR8

Imm Past President/Technicalities/ Overseas Relationships

Robert Johnston (09)575-4151 TR5/TR8

Webmaster

Brian Sadgrove (09)278 5358 TR6

Spares Coordinator

Ian Harris (09)3568084 TR6

MotorSport

Peter Mence (09)483-6424 TR2/TR6/TR7/TR7V8

Spares

Kevin Glover (09)625-9428 TR6 / TR7

David Snelling (09)378-9295 TR7V8

Registrar

Kevin Tinkler (09)410-7219 TR4

**For all enquiries regarding spare parts,
contact : Kevin Glover (09) 625-9428 a.h.
spares@trregister.org.nz**

AREA STEWARDS / GROUP LEADERS

AUCKLAND

Jan & Marian Hendrix

(09)814-8955 TR2

auckland@trregister.org.nz

WAIKATO

Cazna & Steve Payne

(07)871-5443 TR2 / TR6

waikato@trregister.org.nz

HAWKE'S BAY

Graeme & Joy Thomas

(06)835-5180 TR2

hawkesbay@trregister.org.nz

TARANAKI

Wayne Butt

(06)758-7720 Doretti

taranaki@trregister.org.nz

WELLINGTON

Jonathan Petterson

(04)976-4070 TR3A

wellington@trregister.org.nz

Wanganui /Manawatu Area Rep:

Ken Pfeffer

(06)348-5508 TR3,3A,4A,5,6

wanganui@trregister.org.nz (cc to Wgtn)

NELSON / MARLBOROUGH

Terry Bryne

(03)544-4335 TR7DH

nelson@trregister.org.nz

CANTERBURY

David & Jenny Tong

(03)360-2762 TR6

christchurch@trregister.org.nz

DEEP SOUTH GROUP

Trevor & Jane Payton

(03)473-7791 TR4

deepsouth@trregister.org.nz

TOP TORQUE



It happened! 70 TRs from far and wide converged on Christchurch, expectations were high and we were not to be disappointed as we met up with TR's on route. We were experiencing the largest National Weekend yet and as appropriate, were welcomed to the city by Mayor Bob Parker who during an eloquent address confessed he owned an MG. The theme of this magazine is NW12, I won't dwell too much on the event as this issue is packed with tales and images that I'm sure will encourage you to experience the next event. That the weekend was a huge success is down to the both the organisers and those of you that were there. On behalf of all of us, may I offer a big thank you to Dave and Jenny Tong and to each of the Canterbury team that made the weekend so successful. In all Ann and I travelled 2,300 miles, collected more stone chips than was thought possible, but it was all worth it as we had a wonderful time.

The Concours competition is held during the weekend and this year we had a record number of entrants. The TRs were prepared, polished within microns of their paint film and lined up for judging on the apron in front of the Wigram aircraft hangers. As always the standard of the cars is very high and it is interesting to see improvements that owners have undertaken during the year. The Masters Class was deservedly won by Alan and Gael Hylton with a nicely prepared TR4 (red of course), the second time they have won the trophy. Ian Harris achieved an exceptional 96%, the highest of the Concours with his lovely TR6; you will find a full summary of the results published in this issue. Each year I approach members to undertake the judging, my intent is to broaden the base of experienced judges which includes pairing newbie's with those more experienced. It is not as daunting as it may seem as obviously you will be assigned to a model with which you are familiar as a good knowledge of each model is essential. It is a rewarding experience and I would like to thank each of the judges at NW12 for giving up their time to undertake their role, they did an outstanding job achieving a very consistent standard.

Of course the Deep South Group took away a high proportion of the silverware, deservedly so. They have declared their intent to clean up again next year, but I'm sure the rest of the groups will rise to the challenge. Options as I see them include a concerted effort to prepare the cars or perhaps arrange for NZTA to increase the roadworks on the route to Auckland. This year I counted 14 sets of works between Tokoroa and Christchurch, so there is a good chance to better that.

The Presidents Cup is awarded each year to worthy recipients who in the opinion of the President have contributed to the well being of the TR Register. Although this years recipients have been known for handing out a well known Central Otago Pinot in recent times I must make it clear that this did not come into my deliberations when I decided that the deserving recipients were the TRansmission editorial team of Stephen Higgs, Trevor Payton and Brian Hope. I am sure you will agree that they have done a wonderful job producing a magazine to a consistently high standard and long may it continue.

The Forum has become a tradition at the National Weekends, this year being no exception. It was held in convivial surroundings following an excellent lunch. The topics included the review of the main points from the previous Wanganui Forum, and in response to member's requests you will see a greater use of colour images in the TRAnsmision issue following each National Weekend and flags that are unique to the TR Register NZ have been distributed to each group. The Forum was also the opportunity to present the draft of the proposed Constitution to the members to explain not only the purpose for the change but the key aspects of the document. The Committee will now review the feedback and then post the proposed Constitution on to the website for review and comment by the wider membership. This review period will be the months of May and June after which comments will be considered and the final version put forward for adoption at the AGM in November.

I am pleased to announce that our new Committee member Brian Sadgrove has agreed to take over the website and be responsible for the various computer programmes that are in use. Robert Johnston conceived and has been responsible for the website and many of the programmes we use at present. We have been looking for a successor to Robert for some time, my thanks to Brian for taking up the challenge and to Robert for the contribution of his expertise and time over the many years he has undertaken the role. As always we need your contributions to keep the website current, in particular the calendar and the write ups of your events. That makes us look active and interesting to prospects looking to get into TR. Regular reminders in this column just might see some activity in this area.

In the last few columns I have unashamedly mentioned the progress on the GTR4A Dove. In December for the first time in 34 years the Dove took to the road (Ed - see Pages 44 and 45). Work commitments and a few technical matters intervened to scupper my plans to drive it to Christchurch. However its first public outing was at the Ellerslie Concours in February where a chap introduced himself as the first owner, he ordered the car from L.F Dove of Wimbledon and imported it into New Zealand.

Frank

Meet your committee

I emigrated to NZ from the UK in 1984, bringing my '72 TR6 with me and having owned it since 1977, but it was not my first TR.....

My TR relationship started in about 1970 with an early TR4 (metallic blue & black shag pile carpet – it might have lost a few points in a concours!) But it was open-top motoring, even thru a UK winter with no heater and snow on the ground. But the Triumph bug had bit and after a couple of years I progressed to an immaculate 2 litre Vitesse convertible and then on to a LHD 1972 Stag which gave me 2 years of trouble-free motoring (yes – really!) while I worked in the US. I returned to UK in '76 and bought the one-owner TR6 a year later.



Ian a couple of years ago.

I was active in the UK TR Register, helping establish the Glavon Group, before leaving UK in 1984 for sunny Hawkes Bay and perfect TR country. Work prompted a move to Auckland after a couple of years, the TR giving good service for the next 10 years as a second car until it became too small for both my young daughters to be carried safely. A slipping clutch and water leak prompted its lay-up in a car port for the next few years before a long-awaited house renovation and the completion of a large garage in 2000 gave me the work space for the promised body-off rebuild. The rebuild eventually started in 2005 and was finished 10 days before the 2008 Hawkes Bay National week-end. The car looked great and drove well, giving a trouble-free first outing to the Bay and back – and collecting a bit of silverware on the way. A touch of deja vu being back in sunny Hawkes Bay with the TR.

I am semi-retired now, running my Napier based product design consultancy from home in Auckland and taking the TR out whenever Eileen, my long-suffering “TR widow”, will permit. I have just been allowed to go on a 2 week, 3000km round trip to the Christchurch National week-end. Exhilarating motoring, outstanding locations and fantastic companions. (Next year the National weekend is in Auckland – I wonder if I can persuade Eileen to join me this time??)

Ian Harris

EDITORIAL TEAM *TALK*

Welcome to this special Nationals edition of Transmission. Those of us able to attend had a fantastic time, so it's great to be able to share that, with those who couldn't, in words and pictures.

Thanks to many for your photos, and to a few of you who took the trouble to write your story of your travels to and from Nationals, and the good time you had there.

The Nationals coverage starts on Page 20 with a number of excellent colour photos, and is followed by very interesting articles by Peter Edmonds and Marianne Marshall.

Others have said it, but we do so again - thanks very much to the Canterbury organising team, very well lead by Dave and Jenny Tong. There is a huge amount goes into organising an event on this scale, and we clearly saw that in the results of Nationals 2012.

We should also acknowledge the official photographer, Garrick Cameron of Studio5, who has allowed us to use some of his top quality photos in this magazine. If you haven't ordered a photo, a disc of photos, or the booklet he offers, we encourage you to have a look at his website at studio5.co.nz.

You may recall that last issue we published the names of the winners of our photo competition and said we planned to publish them over following issues. That's still our plan, but we have carried them over to next time, to allow us to focus on Nationals as the Register's big annual event.

It's great to see the first report from Terry and Helen Byrne as Group Leaders for the Nelson - Marlborough patch. You'll find the first *The Top o' The South* report on page 34, and we look forward to hearing more of what goes on with the TR owners in that region.

We know there are a few TR runs organised over the next month or two, but sadly it will start to get a bit cooler over coming months, and activity levels will drop off (not just related to TRs either!), so make the most of the autumn.

And please remember to take plenty of photos and be prepared to send a few words to your Transmission editors - we enjoy hearing from you and sharing the TR fun you have with other readers. That's what this magazine is all about !

Stephen , Trevor, & Brian

PS The picture below confirms that at least two of your editors are men of many talents. Well - they can manage a bit of a BBQ cook up anyway.

And, as the smiles suggest, they're pretty good at having and creating a few laughs.

The occasion was the 70th wedding anniversary celebrations of Bev and Keith Allott , enthusiastic members of the Deep South Group.

Stephen



City of Sails Area Report

Going back to just before Christmas seems such a long time ago. The breakfast run was not very well attended at all. As a matter of fact I only know of one TR6 taking part , and he was running late. In the new year, same thing sort of happened. Due to various circumstances , not a single TR took part in the annual Fish and chip run to Kaiaua.

Better was to follow however. I was asked if the register could use the hoist in my garage to clean the underside of the Macpherson's TR3A during a working bee in the days running up to the Ellerslie car show, always a highlight on the car calendar here in Auckland. No problem at all. The car was personally delivered the Friday before, in anticipation of the cleaning job at hand.

It wasn't till the next Friday that the local troops (read: most of the committee members and Graham Duff)turned up. From 1 o'clock in the afternoon it was all on and great progress was made. Someone took on the task of cleaning the insides of the car and started with water on the seats. Not entirely satisfied with the results, chemicals were used next to give it that extra shine. Next step, the seats coming out of the car after some phonecalls to local experts and a professional recolouring overnight, Saturday at 3 they were ready for pick-up. Mate, they looked good and we now have an interior EXPERT in the club, he drives a TR6, that's all.

With the underside , wheels and most of the outside done , I started at 8 am on Saturday with the engine bay - should have done that first, but you learn as you get older.

After the waterblast the engine didn't want to start. It then started to rain a bit so quickly in 4th gear and on the starter motor inside. Plenty to do now , polish the outside again as well as the inside of the engine bay and the engine itself. With the help of Allistair we got it all done, new seats in place, and borrowed floor mats , tools and something else from my TR2, the car was ready to go.

Sunday morning a quick drive to Ellerslie and when I was almost there on the motorway it started to rain , just a little , didn't even need the wipers. Graham was already waiting with his beautiful TR2.

Parked the car in place, what did upset the MG club a bit as they were hoping for the prime spot , but when you are not there..... tough.

Then the heavens opened up in all seriousness, so the Ellerslie committee decide to park the 12 competing cars undercover. Not a problem, except when you drive a 6 year old Mustang with a flat battery. He asked if I would have jumper leads? My reply was that that would upset the board computer in the TR. They pushed the car in monsoon rain some 100 metres.

Too make a long story a little bit shorter, as a team we came 5th, only 16 points behind no 3. A bit of nugget on the tyres would have scored those extra points easily. Graham came 4th overall with his TR2, a result to be proud of.

On the TR display, the club was well represented with TR's from Kerikeri to deep in the Waikato. The Stag club came second with their display, they always seem to do well in that department.

Two weeks later was the Galaxy of cars, this time at western Springs rather than Motat. We had booked 15 places in combination with the ATCC. Due to the Nationals the week after, several people couldn't make it as their cars were already on their way, with or without driver to the South Island.

A very popular event this fund raiser, low key but way more spectators. Since Graham Duff was going to bring his TR2, I wasn't going to bring mine. Although that would have made Graham's look even better. For this occasions I brought my recently imported Opel along (with permission) and parked it on the corner of the TR stand.

Again Graham did well , this time a different jury found him 3rd best car out of 600. I hear he is building a trophy cabinet!

About the 2012 Nationals, I couldn't tell you anything as I didn't attend. Too busy at work this time of the year is an excuse I could use, but then after 23 years in this beautiful country , I still haven't set foot on the mainland, Maybe one day! (Ed - Jan, if you enjoy driving wonderful roads through beautiful countryside, you need to visit the mainland).

Now for the Nationals next year, I haven't lost sleep over it but I have been thinking about it a lot already., Hotel booking will be confirmed this week. Most of the program is in place in my mind. Book the 28th of February 2013 to arrive in the big smoke. See if I can get an escort from the Bombays organised (Ed—I like mine blonde, Jan).

Forum likely to be Friday morning before the Concours. On the water in the afternoon? Saturday a run possibly in the west coast, north west and north for a return via the bridge. Gala diner on Saturday night All dressed in BLUE for free entry. And Sunday something going south.

Now what I really had in mind is to do a bit extra for the co-drivers, since they are a bigger part of our hobby then we mostly would like to admit. So ladies if you would have any suggestions, anything you would like to do or see while in Auckland, send us an email. Look forward to them.

Till then, safe TRavels with warmest TR regards

Jan & Marian

Canterbury Tales...

We are still waiting for the summer to arrive in Canterbury but have been carrying on without it.

Our first monthly social night for 2012 in January was a picnic tea at Waikuku Beach north of Christchurch. The weather was not kind to us but we managed to huddle together to keep warm while we had our picnic tea and then made for a Café in Woodend to warm up with hot drinks.

On Sunday the 12th of February a total of 12 cars met at the Belfast Pub for a run Sue and Wylie Evans arranged. The first stop was at the Hurunui Village Winery and Café for lunch where we all enjoyed a BBQ and a quiz by the owner to guess the use of the old tools he had on display in the restaurant, this was very entertaining and a few managed to get the correct answers.

The group had a quick look through the new wine cave that has just been completed which can also be used for weddings etc.

From here we travelled to Andrew Fox's property on the Scargill Valley Road to view his collection of cars and motoring memorabilia.

February social night was held at the Topkapi Turkish Restaurant in central Christchurch. It was an enjoyable evening with most having their minds on the National Weekend coming up in a few days.

With the National Weekend now passed we are looking forward to having time to arrange some day and a weekend trip before we see too much of the winter.

Dave & Jenny

Editors note - no, the picture to the immediate right does not mean we are confused about which issue this is. While we are looking forward to Christmas **and summer** 2012, it's a way off yet.

Do you recognise the car, spotted on the Rimmers website? Yes, it's the TR6 of our Canterbury Group Leaders and Nationals chief organisers, Dave and Jenny.

If you haven't looked, there are a number of TRs (and other British cars) available as wallpaper (for computers!) on the website. Go and have a look as you'll recognise a few.



Canterbury cars at Hurunui
Village Winery - lunch stop.



Happy Christmas 

**RIMMER
BROS**
Rimmerbros.co.uk



Deep South Group

Hi to the rest of New Zealand from all of us here in the Deep South. It has been a fairly eventful year to date. It started with several of our members taking a day run down to Maple Glen just out of Wyndham to have a look at how impressive the garden looks in the summer and to give the cars a blow out ready for the new year.

The first monthly meeting of the year was held at the Law Courts Hotel where everybody took the opportunity to have a catch up and find out what had been happening over the Christmas/New Year period. The evening was also an opportunity for our two new sets of grandparents to produce their skite books and show off the new additions to their families. Congratulations to Gail and Stephen Higgs and Linda and Murray Coomer. I am sure there will be lots more photos in the future.

The first run of the year was a mystery run, organised by Susan and Brian Hope. We all met, as usual, in the Hope and Sons car park and set off on a tour of the Otago Peninsula, including morning tea at a park just out of Portobello. It was then on to the other side of the harbour and a run down to Port Chalmers. By this stage we were thoroughly confused as to where we were going. There were a few having a guess as to the final destination but their guesses proved to be well off the mark. As it turned out, we headed back into town and then over the hill to Mosgiel, finishing at Bev and Keith Allott's and a BBQ to celebrate their 50th Wedding anniversary. A special day for Bev and Keith and a great day out for the rest of us.



The TR Nationals, the social event on the TR calendar. Three cars left Dunedin bright and early on Thursday morning and as we proceeded north we picked up other members of the DS Group. By the time we got to Geraldine for lunch our group had got progressively larger with the arrival of the Timaru and Central Otago members our little group had now swollen to 16. The weather had taken a turn for the better, the sun was shining and some of the roofs came off. It was great to catch up with some of our members who we had not met before, that's one of the bonuses of the National weekends, you have time to sit down with new people and get to know them. The run into Christchurch was uneventful except for the Shepherds, who had to swap their TR for a rental due to fuel injection problems.

We all managed to find our accommodation after negotiating the rush hour traffic and then it was on to the registration event and the start of a great weekend.

The Christchurch group are to be congratulated on the whole event. It was fun from start to finish. The visit to the Air Force Museum at Wigram was a real experience and by the talk to be heard at morning tea, a lot of us will be going back. The time spent at Ruapuna Raceway was also a great experience and one that helped make the weekend one to remember. Saturday's run we won't go into, except to say it was wet, foggy and windy. An organiser's nightmare. Saturday night, well what can you say, it turned into a Deep South awards benefit night. Not only for the trophies won but also the Highlanders just happened to beat the Crusaders. Another great National event dinner.

Sunday, time to head home but not before a very pleasant drive to Terrace Downs restaurant and another trophy to Deep South member Mark McLachlan.

It was a very quiet trip home and back to the real world. And the realisation just how lucky we all are that our roads are smooth and our towns and cities are all whole. It's certainly a sobering experience staying in and moving around Christchurch for a few days.

A big "Thank You" to all the Canterbury group for a job well done.

Jane and Trevor



The Deep South Manapouri Run

The day dawned on the Taieri, with a heavy fog and temperatures very close to zero. But after many discussions on previous occasions on whether the top should be up or down, comment from the left hand seat was very minimal.

The group of 10 cars left Dunedin under a clear blue sky about 9am and headed south along the coast toward Taieri Mouth. The sun glistening of the sea makes this road "Otago's Great Ocean road". The group then headed south for morning tea at Balclutha's Naish Park, where we were joined by the Pratts in their Mk2 Jaguar. Lyndsay had hurt his back and couldn't get into his TR6 so decided to take the newest addition to his stable for a run.

South again, Clinton to Wyndham via the Old Coach road, and then on to Edendale. We were hosted at the Vintage Machinery clubrooms and had time to look over their collection of old tractors, trucks and machinery, and not a single computer controlled machine anywhere.

There is obviously a move within the club to lift the standards, two prominent members were seen unwrapping their ciabatta rolls which were neatly wrapped and tied with a raffia bows. Maybe, something for others to aspire too?

The after lunch briefing, bought a slight change to the route for fuel. This important change was missed by some and came to haunt them later in the trip. Our next stop was Winton for fuel, by now the temperatures were in the mid-twenties and this made for fantastic touring.

We now headed on our last leg toward Manapouri but about 30 minutes into this leg a call from the first of two cars which had missed the fuel stop change, The Pratts were in Nightcaps and the fuel card machine was out of order, they had a about a quarter of a tank, so a rescue team was sent out, the upside being we visited Nightcaps and Ohai, two places I had never been too before. We finally caught up to the Jag with spare fuel south of Ohai. The second car, Mark McLachlan in his TR6, also decided after visiting the historic suspension bridge that he also didn't have enough fuel to make the last 70 km so had to return to Tuatapere, and he arrived there running on fumes. For those with fuel, the road to Manapouri is fantastic, long straight roads and a dramatic climb up a twisting tree lined Blackmount hill and then finally in to Manapouri and the usual debrief and happy hour.

Sunday, dawned heavily clagged in and starting to rain then a rainbow broke through the cloud, a good omen for a great day's touring, there was an exodus to the fuel stop for everyone, and then onto Five Rivers for morning tea. The next part of the run takes in two of Central Otago's most spectacular drives, the first leg Five Rivers to Frankton up the southern side of Lake Wakatipu and through the Devil's Staircase, the scenery is absolutely breath taking and the second is the Kawarau Gorge, through some of Central Otago's great wine growing area and then into the gorge a two lane road carved into the cliffs above the Kawarau river. The run concluded at Cromwell with a group lunch and then it was homeward bound via SH85 to Ranfurly and SH87 to Outram avoiding the threatening rain.

Another great Southern run, the weather gods were (mostly) kind. Thanks to Colin and Jo Deaker for organising a great weekend.

Peter Watkins

**DSG boys and girls in the playground
at Naish Park**



And in their other playground.



Waikato Wanderings



Waikato group had a fabulous Christmas gathering wonderfully hosted by Kevin & Elizabeth Thorburn at their lovely home in a tranquil rural setting. It was a wet day that did not deter the group – the Marshall's being brave by attending in their TR2 which decided it didn't want to drive home under it's own steam...

Our February Noggin at Ruby's at Morrinsville was a lovely well attended night with good food and company

This Transmission will no doubt have many reports of what by all accounts was a wonderful National Weekend in Christchurch. Thank you to Marianne and Dick Marshall for their report on their journey and adventures whilst South.

Special mention must be made of Barry and Sue Tervit with their TR6 which was 'molested' by other vehicles front and rear twice prior to their journey to Nationals, then suffered a metering unit problem whilst in Greymouth and to top it off had their poor car damaged while being transported home to Te Awamutu. Life just isn't fair!

Exciting news for Mark Bedford, long standing Auckland club member whose TR3A left the TRIX workshop this month to be painted.

Tim Bradshaw's TR4 is making steady progress in the TRIX workshop.

Steve and some local members went to have a look at a TradeMe TR4 that used to be V8 powered – possibly another Waikato project....

Chris Empson has got his BRG 'Trumpy' back on the road – nice to see it out and about again.

Ian Macpherson's TR3A was one of the TR's in the Register team at the Ellerslie Concours that gained 5th place overall – well done!

Cazna & Steve

Events in Waikato

25 March Rotorua Lakes picnic day organised by Ian Macpherson (report next magazine).

1 April i Te Awamutu Car Show where we will have another TR stand with our flash new TR Register banners

4 April Noggin @ The Redoubt Te Awamutu 7pm

May (date TBC) combined run with Te Awamutu Vehicle Enthusiasts Group to Te Aroha

2 May Noggin (venue TBC)

June (date TBC) visit to Electroplaters

June 6 Noggin (venue TBC)

Hawkes Bay Happenings...

This issue of Transmission marks the end of summer - it is a pity summer never really arrived. I think this has been the worst we have had since we arrived in Hawke's Bay 26 years ago. However we did make what we could of it.

Saturday the 3rd of December saw 3 cars, the Weir's TR7, Bevan's TR6 and our TR2, meet at Bayview for a weekend trip to Gisborne organised by Ray and Carol Weir, their old stomping ground. The weather forecast was for some rain but mainly in the north east. A pleasant drive to our first stop in Wairoa for a coffee at Ostler's Bakery - well known in this area for very good pies. Wairoa is an unfortunate town as it has a lovely river which the town is built on and grassy areas and walkways beside, but it has a bad reputation for gang activity. On towards Gisborne via the inland road through Tiniroto with a stop at the Te Reinga Falls. The sun is shining and it is very warm but there are ominous looking clouds out to the east. The road is very good, twists and turns and hills and not much traffic, just what TRs like.

As we approach Gisborne we call in on Chris and Marion Carter who live just off the main road on a rural block. Chris has a TR7 which has been off the road and covered for a few years awaiting restoration. He shows us a 1970s Massey Ferguson tractor he has restored and if the TR7 is anywhere near as good it will be magnificent.

Lunch is at the Bushmere Winery where we are met by Ray and Lyn Shutler, new members, in their lovely TR4A. So our group of 6 has grown to 10. Some wine tasting and a lovely lunch in the marquee, during which time we have a heavy rain shower. Into Gisborne where it is dry and settle into our motel. A quick run into town to find a place for dinner only to be spotted by new Napier members Pete and Janet Ashcroft who also joined us for the evening. They have a TR4 which is still in the UK, Pete fitted a Jaguar engine to it some 20 or more years ago.

Sunday morning Ray and Carol took us on a tiki tour of the sights of Gisborne pointing out the monuments to Captain Cook and early settlers. A quick drive up the coast north of Gisborne to look at the beaches where we again ran into rain. Back into town for brunch at a cafe above a bookshop, then it was goodbye to the Gisborne folk and home via the main coastal road. We struck the odd shower of rain but not enough to put the roof on. A stop at Wairoa again for a pie eaten beside the river, then home.

A great weekend, thanks to Ray and Carol and wonderful to meet up with Chris and Marion and Ray and Lyn - we hope to see you again soon.

Sunday 15th January we gathered at the Ahuriri Cafe for a coffee before heading to Mahia for a day at the beach. 3 cars again, Pete & Janet Ashcroft in their Morgan Roadster, Steve & Maree



Another winery lunch? Alright then.

Bevan TR6 and our TR2. A blustery nor'west day but warm. A good drive to Mahia, no stop at Wairoa this time, where we had been invited to gather at Will and Cath Coop's beach house. Will & Cath farm a large block on the Mahia peninsula and have a TR6 which has just been restored. We are also joined by our Gisborne folk which is fantastic. The beach house is in fact the old light-house keeper's house from Portland Island which Will dismantled and shipped across to the mainland then reassembled.

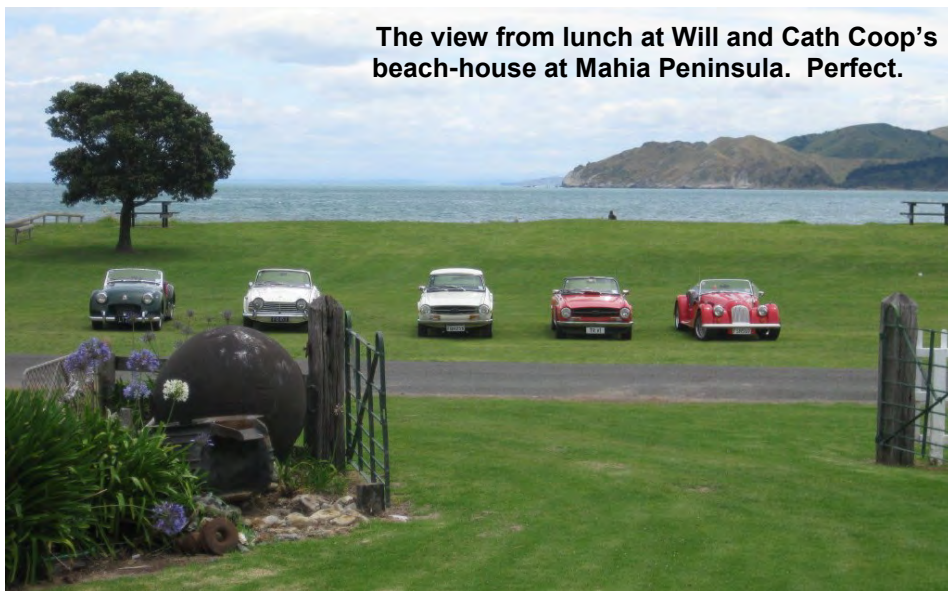
Lunch around the large outdoor table overlooking the TRs and beach. Then Will explained to us how he came to own the wreck of SS Tasmania, a 2252 ton steam ship which was wrecked off Mahia in 1897. One of the passengers was a Mr Rothschild who was a jeweller and had quite a number of valuable jewels in his luggage! Will has dived on the wreck many times but no treasure trove yet. It is still intact and upright but now sitting in about 4 metres of silt. Will then lead us on a tour of the area, stopping and showing us points of interest along the way. A lovely day out and thanks to Will & Cath for their hospitality, the Carters and Shutlers for coming down from Gisborne, and Ashcrofts and Bevans for making it all a good outing. We will visit again - perhaps when summer arrives next year!

Sunday 12th February we met at At E's Cafe in Havelock North for a coffee. Bruce Hislop TR2, Bevans TR6 and our TR2. We then drove down SH2 to Te Onepu Road where we travelled up the road that is used for hillclimbs and Targa, across rolling farmland and down to Maraekakaho. Back towards Hastings with a stop at Alpha Domus winery for a tasting of their current wines. A few bottles purchased and on to Kevern Walker winery which is a small boutique winery in the Bridge Pa area. Lunch under the trees and a look in the vineyard, unfortunately the weather has been against our grape growers this year so things are not looking great for them. A pleasant day out.

February 28th Joy and I drove down to Wellington after work (very cold) to catch the Bluebridge ferry 8am on the 29th. A lovely smooth crossing and after a pleasant lunch at St Clair winery in Marlborough, we drove down to Christchurch along the magnificent Kaikoura coast. Top off as it was a warm nor'westerly day. Unfortunately we struck roadworks as the water truck was operating so the car was a real mess when we arrived in the garden city.

It was certainly very sad to see the widespread damage as we drove to my sisters in Bexley, one of the red zones which is starting to be demolished. The roads certainly show the effects of

The view from lunch at Will and Cath Coop's beach-house at Mahia Peninsula. Perfect.



continual upheaval and patching and bridges over the river have risen up so the ramps up to some of them are quite steep (watch the exhaust). We stayed with my sister whose house is to be demolished (only 4 years old) - it is quite liveable but in the red zone. They don't use one side of the garage because it has a very hollow sound when the lawnmower is pushed over it - how many caverns are there under the city now?

We also visited some friends who lived in Avondale. In the back yard is a hole which seems to have no bottom and a house over the road had its 10 metre concrete swimming pool pop completely out of the ground intact! On Thursday we visited family members and took a trip through the tunnel to Lyttelton. So many of the old buildings have been badly damaged. Friday evening we drove to The Bridge of Remembrance and looked through the container shopping mall which looks fantastic.

There was the constant sound of hydraulic hammers chipping away at damaged buildings (like mechanical woodpeckers) and you could taste concrete dust in the air. So sad to see our home city so broken. It was difficult to remember what buildings were where with so many having already been demolished.

But our main reason for being here was the TR National Weekend. What a fantastic weekend of events Dave, Jenny and their team had put together for us - hearty congratulations to you all. There will be reports elsewhere in the magazine so the highlights for us were the Wigram Air Force Museum (will revisit), Ruapuna track time, which brought back memories as I had raced my TR2 there on the old track in 1975, and meeting up with so many TR folk - we really are a great club. It was a shame that Saturday was so wet as the drive to Akaroa would have been spectacular, but just think how busy it would have been if the cruise ship had allowed passengers to disembark, and the drive home up the Kaikoura coast wouldn't have been so impressive without the snow on the Kaikouras. Oh well, Maybe Auckland can put on a summer for us next year!

March the 11th was the Wheels on Windsor display - an annual event with classic cars on display at Windsor Park in Hastings. Unfortunately Joy and I couldn't attend, but Steve & Maree Bevan (TR6) and Ray and Lyn Shutler (all the way from Gisborne in TR4A) flew our new flag amongst other Triumphs. A cloudy day but dry. About 270 cars attended and Steve spoke to a possible new member who is restoring a TR3A. Thanks to you all for making a TR presence.

Our club nights continue each month with a regular attendance. We look forward to outings over the next few months and possibly a visit from some Wellington TRs.

Safe MoTRing

Graeme

Coming Events:

Thurs March 22nd: Club Nite 7pm at The Loading Ramp, Havelock Nth.

Thurs April 12th: Club nite 7pm The Station, Napier.

Sat/Sun April 28th/29th: Possible Wellington TRs visit to Hawke's Bay. Wineries Sat. afternoon, Dinner Sat. night, market Sun. morning followed by brunch. Just a rough Itinerary as yet.

Thurs 10th May: Club nite 7pm The Loading Ramp, Havelock Nth.

Sun May 27th: Lunch run - details later.

Mid June: Mid Winter Weekend in Taupo - details later

2012 TR National Weekend



What am I bid





How to win 1st Place



Special TR spare



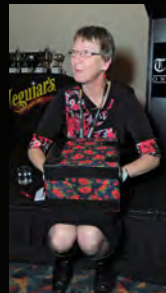
Gymkhana Ruapuna



Feeding time at Akaroa



The Deep South Silverware



What's in here? The Ladies Grope Box



The final lunch
Terrace Downs



The Dreaded Sheriff



Otago had a toe hold on the night



Didn't quite make it



Next year?



How's this for Canterbury support



North Island Silver ware





Its under there somewhere



Ruapuna, it's all go



Back at bit



Mayor of ChCh, MG owner!



2012 TR National Weekend Prize Winners



Peoples Choice
Mark McLachlan TR250



The Robert Johnston Trophy
Ian Harris TR6



The Brian King Memorial Trophy
Keith & Bev Allott TR7/8



Standard Class
TR 2/3/3A Colin & Jo Deaker



The Mence Family Trophy
TR 7/8 Stephen & Gail Higgs



The Tinker Family Trophy
TR 2/3/3A Ashley & Linda Southgate



Standard Class
TR 4/4A/5/250 Ken Pfeffer
The Classic Cover Cup



Standard Class
TR6 Terry Watson



The Robert Johnston Trophy
TR 4/4A/5//250 Steve & Rob Brettell



The Presidents Cup
The Editorial Team, Stephen Higgs
Trevor Payton & Brian Hope



Masters Class
TR5 Alan & Gael Hylton



Janice Egan Memorial Trophy
TR7 Trevor & Morag Cullimore

2012 Post Nationals Tour



There's Gold there somewhere



On the road



Stillwater



The Incline on
The Denniston Plateau



A car park with a view
The Denniston Plateau



Seen at the Blackball Hilton

TR Register Concours Results 2012

Standard Class

<i>Model</i>	<i>Place</i>	<i>Entrant</i>	<i>Type</i>	<i>Colour</i>
TR2/3/3A	First	Colin & Jo Deaker	TR3A	BRG
	Second	Graeme & Joy Thomas	TR2	BRG
	Third			
TR4/4A/5/250	First	Ken Pfeffer	TR5	Red
	Second	Mark McLachlan	TR250	BRG
	Third	David & Lorna Wright	TR4	Blue
TR6	First	Terry & Jan Watson	TR6	Blue
	Second	Dave & Jenny Tong	TR6	Red
	Third	Warwick & Juliana Protheroe	TR6	Red

Brian Kinge Memorial Trophy

TR7/8	First	Keith & Beverley Allott	TR7	Green
	Second	Terry & Helen Byrne	TR7	Silver
	Third	Neil & Ngarie Holland	TR7	Blue

Masters Class

Masters Class	First	Alan & Gael Hylton	TR5	Red
	Second	Malcolm & Yvonne Baird	TR6	White
	Third	Mike Cronshaw	TR2	BRG

Peoples Choice

Mark McLachlan	TR250	BRG
----------------	-------	-----

Modified Class				
<i>Model</i>	<i>Place</i>	<i>Entrant</i>	<i>Type</i>	<i>Colour</i>
		The Tinkler Family Trophy		
TR2/3/3A	First	Ashley & Linda Southgate	TR3B	Blue
	Second	Jim Davis	TR3	White
	Third	Dave & Ali North	TR3A	Blue
		The Robert Johnston Trophy		
TR4/4A/5/250	First	Steve & Rob Brettel	TR250	BRG
	Second	Grant & Nerilee Wrightman	TR5	Red
	Third			
TR6	First	Ian Harris	TR6	Damson
	Second	David Grey & Belinda Rooney	TR6	Red
	Third	Grant Simpson & Bev Denny	TR6	Red
		The Mence Family Trophy		
TR7/8	First	Stephen & Gail Higgs	TR8	Silver
	Second	Alan & Norma Parks	TR7	Green
	Third	Ann Cleary	TR8	Grey
Pride of Ownership				
		Janice Egan Memorial Trophy		
	First	Trevor & Morag Cullimore	TR7 V8	Red
	Second	Peter Edmonds	TR3A	Blue
	Third	Stephen Rofe & Kathryn Perkins	TR2	Red
Highest Overall Points				
		The Classic Cover Cup		
		Ken Pfeffer	TR5	Red

TR NATIONALS 2012

AND

POST NATIONALS TOUR

As seen by Peter Edmonds and Little Blue TS63135-O, Canterbury.

It all began at the welcome for the 2012 National Weekend on the Thursday evening at the Chateau on the Park, Christchurch. I live locally so don't normally have any reason to visit the Chateau. So after surreptitiously and discretely parking the Toyota Corolla, I boldly entered those great portals, acknowledged the sentry in the suit of armour and nonchalantly made my entry into the great hall where it was a huge pleasure to meet with old friends and to meet new friends. After formally registering we were all presented with a magnificent TR register Canterbury umbrella tailored to fit perfectly over a TR cockpit to keep off rain/sun on a parked open TR. I am rapt to now own one. (If any of you lot out there regret not owning one I may be prepared to sell mine for... say...\$200... maybe?) Mayor Bob Parkers' speech was very entertaining and I doubt he would sell his TR umbrella even though he is a MG RV8 owner.

Friday was Concours day at the RNZAF museum Wigram, inside the Defence secure area. It was only then when it became apparent the very large number (by NZ standards) of TRs that had gathered here in Christchurch from all over the country. I am in awe of the enthusiasm of many of our members. Whilst the Concours judges (all heroes) were very busy the rest of us explored the Museum with our own museum guides especially into areas which are not open to the general public. (Incidentally I have an aviation engineering background and in that exclusive storage hangar I was reacquainted with aircraft that I had actually maintained). After the judging and the RNZAF experience and the Devonshire cream teas we all, in loose convoy, headed to our lunch stop at a quaint restaurant out in the country near Tai Tapu. Still Friday, now afternoon, across typical Canterbury country to Ruapuna race track which was exclusively ours for the rest of the day. (Thanks Ron and Christine Brooking and Ron Hassel TR6s for organising this experience). I even had a go with guidance from Grant Burgess TR6, but just under the point of tyre squeal. After our evening meal at the Chris Amon club room, Ruapuna, I puttered off home. Goodness knows what the rest got up to that evening.

Saturday 3rd March.... Little did we realise what atmospheric maelstrom we were headed into on our scenic drive to Akaroa. It wasn't too bad until Little River and then the storm hit. Around the seemingly endless summit road my poor old TR3A "battered and bashed" and almost blown off the road and visibility about 20 meters my wipers barely coped and of course the car and driver got a tad damp inside and windows misted up. Then remembering I had a heater and demister and whoopee it works. At last sanctuary, Akaroa School hall, warm and safe and the very welcome lunch the school and the kids organised restored my energy levels. They ran out of forks but I didn't care.

After being watered and fed I went straight home and scrubbed up for the evening "Black and Red" dinner at the Chateau. The whole thing was a magnificent blur...

Great, happy, joyous company including an interesting talk given by visiting UK TR Register member Alan Wilkinson about diesel engined TR6s and problems with modern petrol in Europe and compatibility with older vehicles. And then the prize giving. I'm sure somewhere else there will be a report who received what but as an old git who has owned a TR continuously of one sort or another for the last 45 years, it was an immense pleasure to receive 2nd place in the "Pride of Ownership" for my dear old TR3A... at that moment I needed my handkerchief (Nah! Not true, I'm kidding). However it's a bit uncomfortable in bed. The medal seems to find its way under my armpit during the night and it tends to dunk in my porridge but I'll get used to it.

Sunday.... sadly, the last day for the NW2012 where some of our finest citizens were destined to go home. We were directed to drive a scenic route to Oxford for regroup and coffee before continuing along the Inland Scenic Drive highway 72 via Waimak Gorge and Windwhistle (aptly named) to Terrace Downs where we had lunch in the well appointed club house.

Here we departed... some to go home, the rest to continue on the Post NW 2012 West Coast tour. It was a gentle putter back along highway 72 then westward along highway 73 over Porters Pass to our night stop at the Bealey Pub. I have called in at the Bealey lots of time for a feed or a pint but never to stay. My accommodation was backpacker style and its good also good nosh and fine ales.

Next day.... to just up the road at Arthurs Pass township for a regroup and a wander around. Dave T stayed to guard the cars against keas ripping hoods, windscreen rubbers and w/s wipers. But there was no guard to shoo away the tourists photo posing among the TRs. Gad! What day is it I'm starting to lose count? We all set off west going over the viaduct over Otira down the other side for a revival at Jacksons Pub (err..coffee and muffin I hasten to add). At Jacksons we turned off hwy 73 to Moana and Lake Brunner to view the vista and to get "seasick" across the Arnold River swing bridge and provide the sand flies with breakfast.

Onward to Blackball and the Blackball Hilton for lunch and also for me a pint of fine Miners West Coast Dark Ale. And the obligatory line up and photos outside the old pub. I have stayed at the Hilton about 4 times before, twice on previous TR runs. If you are in the area I

recommend it for the experience and see if you can find the abandoned gold mining tunnels. After Blackball some went to seek out a local character Joe Gilman who has an amazing collection of oldish British motorcycles plus same era American cars and impressive agrarian

After-tour group outside the Blackball Hilton



machinery. And I will never forget the craziest

fox terrier dog I've ever seen, the antics it gets up to are hilarious. The rest of us went south towards Hokitika our next night stop via the Brunner mine, Greymouth, Kumara Junction and the scary Taramakau road/rail bridge. It was that evening at the Jade Court Motor Lodge that was the start of our trend for wine and cheese and crackers. The whole lot of us took over the Lodge garden. Did it get a bit noisy? 'Maybe'. Next morning there was heaps of time to wander around Hoki and buy greenstone and gold... not me though. All TRs then independently in their own time headed back north on hwy 6 via Greymouth and the magnificent coast road to a lunch stop and leg stretch around the Punakaiki pancake rocks and it's not raining to obscure the amazing coastal views. Along this leg of the tour I'd hardly seen another TR but at Punakaiki we more or less had a regroup.

Onward northish toward Westport. But just before Westport most of us detoured left to Cape Foulwind and the Seal colony. Foulwind named by Captain Cook because he struck rotten weather there. But I think it was named foul wind because of the poorly house trained seals. Luckily the wind was in our favour that day. And so to Westport Motor lodge our 3rd night stop. The jovial "sundowner" gathering in the Hotel garden was now becoming a habit.... Good though.

After dinner the jovial gathering reformed until about 10.30 when the management came out and said "Enough!" "Other residents are complaining" Oh dear! Never mind I was feeling a bit knackered anyway. Not only that, we were consuming our own B.Y.O not that from the hotel bar, perhaps the management were a tad crinkly mouthed about that.

Next morning, very overcast, most set off for the historic Denniston plateau, the site of the coal mine and the famous cable rail incline. It's now disused but the infrastructure is still evident. And there is now a winding road up there. But in its heyday the only way up and down was to ride the coal wagons, man, woman, and child. Consequently the poor blighters were stuck up there for many years. Travelling down the 45 degree slope on a loaded wagon one had to sit at the front or else they would get covered in coal dust. Somehow coffins also went down on the wagons, apparently the ground up there is too hard to dig graves.

After leaving Westport the next stop Reefton for lunch via Buller gorge and Inangahua another of the west coast magnificent drives. So spectacular I was not going to hurry. I don't think I topped 50MPH. And then a right turn for the leisurely drive into Reefton for lunch at the Al Fresco restaurant. Since Westport the weather had brightened and it was a mighty pleasure to motor top down. It's amazing how quieter a TR3A becomes without a hood, less wind noise and mechanical noise, just the purr of the exhaust.... Bliss. Next stop, about 2 miles further on, Blacks Point museum and working gold stamping battery. The museum is full of all sorts of stuff and there is a temperature controlled archive of local history. The stamping battery can actually produce gold but nowadays is only started for demonstration purposes. We also learnt the hazards of gold mining in days past through silicosis or mercury poisoning. Today we don't know how lucky we are to have OSH to look after us.

Then it was eastward following the Inangahua river through Victoria Forest Park, I am in convoy with a lone TR6.... Nonstop through Springs Junction to Lewis Pass and very dark rain clouds. I followed the example of another TR6, stopped at the side of the road and put the hood up and it was cold out there. Highway 7 after Lewis pass

always seems to be a difficult road made worse by recent road works and loose chip which did nothing for Little Blue's rear wing ally stone guards now peppered with dents. Grr! So the Hanmer Springs turnoff was quite welcome. Hanmer is, sadly, our last night stop at the Drifters Inn. Some went to the thermal pools, others explored Hanmer, I, with three others, went to the pub for a pint. Then back to the Drifters for the obligatory libations before wandering over the village green to the thermal pools restaurant for our dinner and very fine it was too.

Thursday morning and everybody went their separate ways. I shared breakfast with some of the Canterbury lot in the hotel kitchen and then too went home about 2 hours down the road. Except Trevor, Morag and I called in at the Weka Pass Vintage railway and had a very interesting conversation with a couple of railway men overhauling the class A Loco.

During the TR National W/E and Post W/E tour I am pleased to report there were no biffs, thumps or shunts. No "off road excursions" and no injuries that I know of. However there were some mechanical failures:-

TR6	Shattered wind screen - luckily replaced
TR6	Complete brake failure – quickly repaired
TR2	Failed electronic distributor – replaced at the side of the road with conventional points
TR3A	Broken leaf rear spring – forced to withdraw in Christchurch
TR3A	Blown cylinder head gasket –TR replaced with Daimler
TR5	Overdrive nil function – but carried on with tour
TR5	Choke cable seized – but with the aid of an assistant managed to cold start each day
TR6	Puncture – repaired
TR6	Bonnet catch broken - bonnet held down with tape
TR3B	Lost key for anti theft "crook lock" – managed to wangle it free
TR6	Seized P.I. metering unit – despite expert attention, eventually forced to abandon car in Greymouth.

The only slight mishap I suffered was a bent number plate when I accidentally whacked a Pukeko. I tried to avoid it but the stupid creature turned round into me obviously determined to commit suicide.

Overall the National Weekend and the West Coast tour were huge fun. The company of fellow TRers the best and the organisation amazing. Many thanks to

Jenny and Dave
Denise and John
Glenn & Sue
Belinda and David
Yvonne and Malcolm

And then there is the dreaded Sheriff (has there ever been a Sheriff before?) I was on best behaviour, perfect road manners, no errors; I wasn't dobbed in, nothing. But I still got fined, how did that happen? Though I must say all the protests were highly entertaining. And \$500 was raised and went to charity,

TR NATIONALS 2012 AND POST NATIONALS TOUR PART 2

A Waikato view—thanks to Marianne and Dick Marshall .

The fun already started before we left to head south!! Nigel and Gloria Hayman from Warkworth--[they were the unfortunate couple to come to grief in Wanganui last year!] arrived at our place the day before and was driving a very sick puppy --but 4 hours on the hoist and a few Fergie Tractor parts and we were set to go Stopping at Taihape to see Linda . Barry was not there--not well and in Palmerston North hospital--a night in Levin and Petone and crossed over on Tuesday- to arrive in WINE Country in plenty of time for tasting and stocking up the cars -and headed south. Stayed with friends and arrived in Christchurch mid afternoon Thursday-----Lots of catching up to do that night--72 cars!! What a welcome!

The next 4 days were well organised-and lots of things to see and great food to eat--

Friday was judging day---then lunch and then onto the Ruapuna race track for a few burns!!!--First us girls could stay in the cars for 2 rounds ,but the those that wanted to do some serious driving---had to go alone.-----The rules said--TR are not race cars--so dont pretend that they are!!--If you drive briskly you may experience brake fade--so be very careful!!---Brake fade is acceptable, but brain fade is not.

Though a little wet and cold on our trip to Akaroa, the great lunch the local school put on was outstanding! And so was our Saturday night dinner!! Sunday was fine and cool and we packed up and headed for our final luncheon at a posh Golf Resort !! Fabulous place--but their food could have been better--- and so the organisers of the TR weekend gave them an earful!!!

We--27 cars-- then headed for Arthurs Pass for our West Coast tour--What a glorious ride over the Pass and stay the night right in the middle ---- then onto Hokitika for the night . The next day Plenty of time for shopping and stopping at the Pancake rocks and blowholes-only to be stopped for 2 hours!!! at an accident [with no road to bypass] motor bike /car. Arriving late in Westport.



A little wet the next morning but drove up to a mine and then onto Hanmer Springs for a great soak in the pool in the misty rain!! Great Fun!

The next morning we and the Haymans headed back to Christchurch as us girls had tickets for the Ellerslie Flower Show-at Hagley Park. We then headed North again and stocked up with more wine - crossed on Bluebridge and headed home.

Thank you Christchurch for a wonderfully organised TR National 2012!!

Marianne Marshall.



THE TOP O' THE SOUTH

Blenheim Classic Car Show

On Sunday 18th March 2012, a Classic Car Show was held at Blenheim. The aim was to raise funds for Hospice Marlborough. Owners of classic cars, vintage, and unusual cars paid \$5 to display their vehicles, with the public making a gold coin donation to come and check out the cars on show.

There was a good representation of makes and models on exhibition, but, alas the TR marque was pretty thin on the ground. Bill Rogers drove his TR3A through from Picton to add to the turnout, and Richard and Janette Corney, (a lovely Nelson couple with the



ex Richard Whitney/Terry Byrne 1966 TR4A) came over from Nelson. The good news was that Bill introduced himself to the Corney's and encouraged them to join the TR Register. Whilst they are not yet members of the TR Register, they are looking forward to joining up in due course. Richard and Janette both hail from the UK and come out to NZ over our summer period.



In addition to Roger's TR3A, and the Corney's TR4A, the Triumph brand was also represented by 3 or 4 Triumph Stags, a stunningly restored Triumph Spitfire, and Brent Cameron from Waikawa with his Doretti Swallow.

Bill got into deep discussion with a Doretti fan, who was breaking his neck to buy a Swallow. He was admiring Brent's Doretti, but NO, Brent Cameron will not part with his car. Bill further advised him that Wayne Butt's car was for sale on Trade Me. Hearing this, the Doretti admirer left excitedly, assuring me he would follow up on Wayne's Trade Me listing.



The delight for Bill, was that during the afternoon, an admirer of his car informed him that the little Triumph TR3A was the best car of the show. This was great news for Bill despite the fact that he claims that it badly needs some judicious body work and a good repaint. Bill was of the view that this could have resulted in a new "SpecSavers" advertisement, but was nonetheless pleased with the comments.

The event was a real success, with over \$4980 raised for the Hospice, and some 300 cars being exhibited. There is every chance that the Show will be repeated next year and this will be a good opportunity to ensure that the TR Register is well represented.

Terry and Helen Byrne

Wellington Wafflings...

It's been a busy summer here in the capital and although the fine days were strictly rationed we did get one or two good opportunities to get the top off the TR.

One of these was the British Car Day on February 12th. The brilliant sunshine and lack of wind brought out a fine range of vehicles, some not often seen. One of these was the Fiberfab Jamaican on a TR4 chassis which you may have seen a photo of in NZ Classic Car. I've never seen one of these in the plastic before, but used to be an enthusiastic admirer of Fiberfab's full page colour advertisements in Road & Track in the 1960s. These usually involved making some not so subtle pun about beautiful bodies ... I'm sure some of you remember (Ed - if you don't remember the adverts, look to the page on the right for a refresher).

On the opposite side of the field from the Fiberfab was a Rolls Royce Silver Ghost. I was admiring this magnificent piece of history when something even more magnificent rolled up, clearly having gotten lost on its way to Pebble Beach. This was a freshly restored V12 Hispano Suiza, and if you want something that will make a perfectly nice Rolls Royce Silver Ghost look like a tatty old banger this would be it. It stood there idling mellifluously for a few minutes before wafting out of the park, no doubt on its way to somewhere more exclusive.

National Weekend has now come and gone and the Christchurch team are to be congratulated on a brilliant job of organisation and the record attendance. OK, they couldn't arrange fine weather for the whole weekend, but at least it didn't rain on the Concours this time. And yes, my car did break, but the organisers can hardly be blamed for that and it will give me an excuse to pop back down again to collect it once the spring makers have done their bit!

Jonathan

Coming Events

Pub evening : last Wednesday of each month. Call Jonathan for details

Triumphs at Taupo : Saturday April 14. Contact Peter Scott on 021803244 for further info

Hawkes Bay Visit : late April/May, date to be advised. Contact Jonathan

If you can't afford \$21,900 for a Lamborghini
how about \$895 for a Fiberfab Jamaican?



The uncluttered, graceful contours of the Jamaican set it apart as a classic in automotive design. Created by Fiberfab for individuals seeking the uncommonplace, the Jamaican body kit transforms the ordinary into an exotic sportster. Precision engineered for MGA, Austin-Healey, TR-3, TR-4 and Volkswagen chassis. Guaranteed to capture the attention and admiration of any crowd! Other body styles available for cars listed, as well as Mustang, Corvette and Corvair. Priced from \$395.

Send one dollar for complete color brochure of all body/chassis kits and accessories to 2367 Lafayette Street, Santa Clara, California 95050

TRS IN THE MOVIES - NZ EDITION

In my profession as a sound recordist, I am often asked to record sound effects (SFX) of vehicles used in movies and TV shows. Some years back I recorded the Land Rover, Truck and Cheekies car for the Footrot Flats movie, and also the Mk2 Jaguar for MR WRONG. Recently it's been various vans for RAGE, and an 80s Ford Laser for TWO LITTLE BOYS, due to be released this year.

The movie TINTIN has been sound post produced in Wellington, and features a few vehicles, one being a green TR3A, which Tintin drives. So the post-production sound boys phoned me up and asked to come out and record my 3A. Four turned up at Paraparaumu, laden with recorders, cables, clamps and microphones.

Now the best, most distinctive, sounds from a TR, as you all know, are the exhaust, the carb induction roar at full throttle, the gnashing of gears (especially non synchro 1st), and the wail of tortured rubber - the tyres idiot, not the loose fan belt! Oh yes, and the distinctive clunk of a side screen door being slammed.

So they fastened a mic at the rear, one under the bonnet on the inlet manifold, one by the left front wheel, and one in the cockpit. Then a chosen volunteer sat on the rear kids seat, and attempted to hold a boom over the front of the car with a well covered heavy mic attached.

The recordist sat in front with me, nursing his prized, expensive 8 track recorder. All mics are recorded at the same time, but on separate tracks, so that later they can mix and match the different sounds to fit the visual perspective i.e., inside, rear view, close up front wheel etc. Get the picture? Good.

Off we went to a back road.

Exhaust mic had to be repositioned. Too loud. Told them it was too close, but being typical sound men they didn't listen. Boom mic had to be held firmly onto top of windscreen to stop it whipping back at anything over 50mph, and breaking arms.

I couldn't produce a good tyre squeal. You need a nice smooth surface and gentle curve, to make a usable prolonged wail, and at the expense of body roll which with this rig would have meant human bodies rolling off the dickey seat, and losing the recorder over the side.

Fun and games and lots of laughs.

Miss Black, my 3A, performed as well as any Wellywood star would. Required a gentle rub down after we wrapped, and then the starter refused to engage so she was pushed into bed. As most starlets are, I believe.

So look out for the movie. A good computer generated 3A appears briefly. Looks like, and definitely sounds like, the real thing to me.

Cheers,

Ken Saville.

**Microphone
on the front
wheel....**



**and on the
carbies....**



**and, most
importantly,
on the exhaust**



Tech bits and pieces

For those of you that couldn't change gear fast enough on the track at Ruapuna, so lost maybe two seconds per lap (not that we were racing of course), or for those who forget whether they are in overdrive or not, we thought the article below from the Revingtons website may be of some interest. Many of you will know of Revingtons, and Neil joined us on a Nationals run a few years ago.

I have read with some amusement all the to-ings and fro-ings on this subject with some correspondents making it all sound desperately difficult.

What is the background? Well, when Revington TR was called TR Spares Southwest in 1982ish, I designed a device to allow me to change gear and overdrive at the same time specifically with racing in mind but obviously I found that the device was a fantastic improvement on all cars both road and competition. I called this device a 'Logic Overdrive device' (sound familiar?)



Initially the device was constructed of basic electrics but has since been redesigned and is now fully electronic.

So how does it operate and how do you fit it? There is no need to remove the gearbox tunnel, the box of tricks and all the other fittings that come in the kit (which comes with full instructions), is wired into the existing wiring from the gearbox tunnel upwards to the switch and original relay (pre CF CR TR6 cars). A flick switch RTR8436 is used to operate the system and in the case of TR4-6 the original switch can be modified to become a flick switch (Meaning momentary operation with self-return). The modus operandi is this: Whatever gear or state of overdrive the car is in when the ignition is turned off, the overdrive will be off when you turn on the ignition again. When overdrive is required (in an overdrive enabled gear of course), flick the switch. When a non-overdrive gear is required from an overdrive gear, flick the switch. If a fast change is required from say 2nd overdrive to non-overdrive 3rd, just move the gear lever to 3rd and the logic device will disengage overdrive for you as you pass through the gear shift gate. This applies to any gear change up or down the gearbox where the start point was an overdrive gear.

We recommend a light on the dash to identify the overdrive state. And it is worth noting that both negative and positive earth devices are available.

Two types of kits are available RTR1001K which is a basic unit suitable for both positive and negative earth and RTR1296NK, RTR1296PK which provide a facility to dim the indicator lamp independently for both day and night. The 'N' and the 'P' in these part numbers indicates negative and positive earth variants.

To find out prices and more, just click on the part numbers above or type these part numbers into the search box on our website www.revingtontr.com

That is the history and I can confirm these units have been sold by their thousands and continue to work faultlessly in many applications (not just TR's) around the world, so now there is no need to go searching for components to build a device that may or may not work, it has all been designed for you and been field tested in thousands of cars for the last 30 years.

Neil Revington

TR ENTHUSIASTS AWARD TO TR REGISTER NZ

Towards the end of March Ian Evans and his wife Leslie whilst travelling from the UK visited Auckland for a few days to stay with Robert & Stella and take a brief glimpse of our country.

Ian was Chairman of the TR Register (UK) for about seventeen years up to 2007 and made a major contribution to the success and current strength of that organisation and to the TR movement worldwide. In recognition of that great commitment to the TR movement, Ian was elected to an honorary role as a Vice President. To learn more about the TR Register (UK) have a look at their website at www.tr-register.co.uk.

On the last evening of Ian and Leslie's visit Robert & Stella hosted an informal evening function with the committee and some of their TRs. At this occasion Ian presented a silver plate "**The TR Register Enthusiast's Award**" from TR Register (UK) to TR Register New Zealand to endorse and enhance the long standing relationship between the two clubs.



It has been suggested that this award should be presented annually at the National Weekend to a TR Register NZ Inc member or group for a positive and measurable activity and/or contribution to the club.



Keep an eye out for this award at the next National Weekend in Auckland in 2013.

Spares News...

Another summer of open top motoring draws to a close – you may have missed which day summer actually was – but I hope you still managed to fit in plenty of open top motoring and trust that the TR served you well and took you to places unknown without fuss or problems.

It's been quiet on the spares front of late which I take as a good sign that you've all got your TR's in fine fettle and performing well.

Over the years there have been a few occasions where club members have decided with the best of intentions to replace the distributor cap and / or rotor to make sure their pride and joy is maintained to the highest standard, only to find that after a short drive they have major problems. Either the key drive on the rotor has sheared off, the rotor arm has come loose or a couple of the posts in the distributor cap look like they've been attacked with a coarse file. It's then that I get a plaintive cry questioning the quality of the parts supplied, but rather than being a faulty cap or rotor my experience indicates that it is far more likely to be a mis-alignment caused by wear within the distributor.

The most common problem encountered is a worn distributor shaft bearing, which allows excessive movement of the shaft. The gap between the rotor arm and distributor posts is very small and any wear in the bearings causes the rotor to rotate off centre from its correct axis. This causes it to make contact with the distributor posts on one side of the cap. Typically the problem occurs when the rotor arm is at the point of travel opposite where the heel of the ignition points contacts the cam. As the shaft swings around the tension from the points heel 'pushes' the shaft to the outer edge of its travel – on one side, away from the distributor cap posts and on the other side, into contact with the posts causing either the drive key in the rotor to shear, rotor arm to break loose or damage to either one or two of the distributor cap posts. This is still applicable even if you have electronic ignition, as the shaft will flop around in a random way and can still make contact with the distributor cap posts.

The reason this becomes apparent when you install a new cap / rotor is because, over time, the old cap / rotor has continually spark-eroded away the post / arm and in effect has maintained its own gap so that it doesn't hit even with a worn shaft. Put in new components with close tolerances and it has to carve a path for itself.

Before replacing the cap or rotor always check very carefully for any shaft movement and after 30 to 50 plus years of motoring it's a fair bet that there's wear in 'them there bearings' causing the rotor arm to run off-centre to its true axis (and in this case Viagra can't cure a floppy shaft) so the best answer is to replace the bearing. The club carries the distributor shaft Bearing 606895 for TR2's to TR6's and this can easily be replaced if everything else is in order.

In this modern world of no maintenance we often replace the ignition points but leave the rest of the distributor to chance. Attention to some of the finer points of the distributor can make a big difference to the way your TR runs, so a few other things to

look at while servicing the distributor that are oft' forgot. The distributor will appreciate a few drops of oil down through the base plate of the distributor to lubricate the vacuum advance plate and pivots for the mechanical advance weights as well as under the rotor to lubricate the mechanical advance shaft. It's always a good idea to check the mechanical advance springs, as by this stage in their life they have often lost their tension at rest, which allows the mechanical advance to oscillate back & forth at idle. This can easily be seen with a timing light if your timing marks jump back and forth at idle. Another place to check for wear is between the inner distributor shaft and the outer mechanical advance shaft (which has the cam on it) and while you're about it check for wear on the cam itself, as this will affect the dwell angle.

The Low Tension lead (or Pig Tail wire) inside the distributor has often been the cause of an intermittent miss under acceleration or has caused the motor to just stop and has proved elusive to find. This wire is continually flexing, caused by the movement of the vacuum advance and over time the wire either frays or breaks which can be hard to find as the break is often inside the black insulation covering. Always give it a good tug to ensure its integrity, and if it is faulty always replace it with the correct lead available from TR spares - don't use ordinary automotive wire. It also pays to check the 'Lucar' connections on the wire between the coil & the distributor as these often become loose over the years, leading to a high resistance and thus a voltage drop across the terminals, which can cause a miss under load. If you've got carbon high tension leads check the resistance of these with an ohmmeter and as you're checking them give them a wiggle around because sometimes there's a break in the carbon filament that is not evident in a static test but can play havoc when it's subjected to the vibration from the car or road.

There is currently a new stock and indent order in place with Moss to replenish our stock and also some new items to increase our product range. The next indent order to be placed will be with Rimmers and will close off on the 28th April. Get your orders in now for those parts you need for the current project to Kevin Glover spares@trregister.org.nz or phone 09 625 9428 after hours.

As the last two National Weekends have been plagued by rain, a future article will look at Triumphs development of an amphibious vehicle and how the lessons learnt from this can be applied to your TR.

Kevin

The Registrar Reports...

* Recent visitors to TradeMe may have spotted a partially-rebuilt TR4, for which we seemed to have no record. However some research with the current owner eventually turned up the commission number CT25393, which led us to our last sighting of this car in the mid-80s. At that time it sported a 283 Chev V8, most of which protruded through a large hole in the bonnet. Another long-lost TR4A is CTC73293, spotted by Jim Vassiliadis under evaluation in a Wellington panel shop. Verdict is apparently 'too rusty to repair'. We last heard of this car in 1984.

* Some trans-Tasman research has uncovered a TR2 'Speed Model' in our midst. What's that, you ask?? More will be revealed in a coming issue of TRansmission, once we've collated and added information from TR gurus in the UK and Australia.

* The issue of mysterious ad-hoc codes painted in orange on 4-cylinder blocks has arisen on many occasions over the years. Usually, they were of very short run duration - sometimes just days or a week or two and were mainly marshalling marks to ensure each assembly line got the right block in times of shortages when the unit came out of machining and after being painted.

* Frank Cleary's GTR4A Dové back on the road and looking grand after a complete strip and quality restoration. Most Dovés (about 50) were based on the TR4, but CTC67126-O is a very rare car indeed, as less than ten TR4As were converted to Dovés. Frank recently met the original owner, who commissioned the conversion and who was able to verify its earliest history.

* At the December 2011 RM London Auction at Battersea Park three TRs from a private Swiss collection were sold: a '59 TR3A fetched £36,690 (estimated £18-22,000); a '62 TR4 sold for £33,600 (estimated £20-25,000); and a '67 TR5 for £32,480 (estimated £25-30,000). Have a look at the TR4 here (below and facing page) – how many non-original bits can you spot?:

Kevin Tinkler





Frank's superb GTR4A Dove - story in future issue

**Kevin
challenges
you to find the
non-original
bits - engine
bay above and
interior below.**



CAR...TOON CORNA



Life boils down to four bottles...



1



2



3



4

I'm already in the third one...

TRansactions

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,

1977 TR 7.

98000Kms
Brooklands Green

2 litre ,5 speed, NZ New , 4 owners. Mini
lite Alloy wheels. New tyres.

Sold new in Hamilton, not English import.
I have owned this car for 18 years. Mint car
underneath. Mostly original paint. Needs
repaint to make mint car.

Car has been stored under cover for
years. Reno has been on hold but registered
until March. Need to move on in life as not
using the car. Other spares go with car.

Phone Roger 07 549 5772 or 027
4422149



1971 Triumph TR6

PI (recently overhauled with 6 new injectors)
with overdrive. Oversize 15 inch chrome wire
wheels. Hard & soft tops. Stereo with CD &
ipod. Said to have had a body off rebuild in
the UK in 1990s although I have no
documentation of that. Imported to NZ in
2002. I am second NZ owner and have had it
for approximately 5 years. Undercarriage
sandblasted, rust proofed and painted 2008.
New battery. Current WOF and rego. Runs
well. Not concourse condition. The paintwork
has some chips and the chrome could do
with recoating. I am asking \$26000.00 ono.

Mike Davison
09-4802191 or 021-2792176

davhop@ihug.co.nz



WANTED

Surrey top for a TR4

Contact Belinda or David
0274373328

TRansactions

WANTED

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

TR4A or TR6 in good to excellent condition

Robert Patton
07-5792609H or 021-445520M
robert@patton.org.nz

TR7 convertible or late fixed head.

I had a convertible many years ago that I converted to V8 and am looking to do the same again.

I am looking for something needing work that would be a good basis for a V8 conversion. I am based in Auckland.

Please call Peter

027 4914918

TR2 1955 Front Bumper bar and over-riders

Ph Ian at 034492322
ian_lyn@ihug.co.nz

TR6 wanted.

Will consider all models/years and condition"

Tony Hayes (ex-Member TR4A & TR6)
063701555
wine@blairpatrick.co.nz

TR4A IRS, TR5 or TR250

Looking for a good RHD example to drive & enjoy

Peter Stowe
07-3473088 022-6810267 (Rotorua)
stowaway@ihug.co.nz

Wiring Loom - TR4.

HELP! Don't throw away that old loom. I need one to use to repair my TR4 loom which is currently out of the car.

Jim Vassiliadis 04-3861600 or 027 411318
email: jimstr4@gmail.com

Centre console for TR6
(Bracket Dash support part no 812551R)
any condition

Peter Watkins
63 Formby St
Outram 9019
Hm (03) 4861338

**"Some blokes
can't take their eyes off my body."**

"Who can blame them? Rally car wax gives my bodywork the kind of sparkle the men take a shine to."

And you won't find a harder faster shine that's easier to come by.

Because Rally's whipped real smooth. So the polishing won't polish you off. And the shine stays shiny. It's all to do with

Rally's special ingredient, Carnauba wax. The hardest natural wax in the whole world.

Even the Rally packs dazzle the eye more lately. With bright new designs for the whole range.

Dazzling the neighbours has never been easier. Now isn't my body a shining example to all you boys?"



**Rally car care.
For the body beautiful.**



Peter Edmonds car getting the treatment. Will short door grow?



Ellerslie Car Show