

TRansmission



The new Canterbury TR 4..WD



**Canterbury and Deep South Group gathering
- and someone showing off.**

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FRONT AND BACK COVERS

Two more of our photo winners

Front - from Graeme Thomas from the Hawke's Bay. A perfect driving scene.

Back- from Keith Allott from the Deep South Group. The Group's display at Dunedin's AutoSpectacular

Again well done guys, and hope you enjoyed, or plan to, your quality prizes.

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



The shortest day is almost upon us, snow fall in the south, crisp frosts in the north and less rain than we saw over the summer. Not sufficient excuse to leave the TR in the garage though, I recently saw an image of a lovely red TR6 standing in fresh snow looking like a picture postcard, setting an example to us all.

Dave and Jenny Tong have decided that after four years at the helm of the Canterbury Group it is time to hand on the baton. Dave and Jenny have injected enthusiasm into Canterbury and their success can be measured by the many varied activities that are well supported by the members. On behalf of us all I would like to extend heartfelt thanks to Dave and Jenny for their contribution. John and Denise Jones have now stepped into the Group Leader role and looking at their planned activities, they are already raising the bar. We look forward to more good things to come from Canterbury.

The Aussies are coming. The TR Register Australia has organised a tour of the South Island during February and March 2013. They have made contact with the Group Leaders and are hoping that New Zealand members will join them along their route. For those few not attending the NW13 in Auckland this will be an opportunity to swap trans-tasman banter with our Aussie colleagues. Visit the TR Register Australia website to view their itinerary.

On the international theme, Ian Evans who for many years was the Chairman of the TR Register UK visited New Zealand recently. Robert and Stella Johnston took Ian and his wife touring and also hosted an event where Ian in his current capacity of Vice President presented the TR Register NZ with "The Enthusiasts Award" that will be presented to members annually. Despite distance, we share the same aims and aspirations as the UK TR Register which is recognised by their promotion of this award. It remains to decide the award criteria, your ideas will be welcome if you would like to contribute.

During the past 12 months I have mentioned that plans were in hand to update the Constitution. I presented the draft to members at NW12 as the commencement of the consultation programme. With this issue of TRansmission you will find the Constitution draft and I invite you to provide constructive feedback to the Committee. In addition the draft will also be uploaded to the website. Although this is a little later than I mentioned in my last column there is still time enough and ask if you would return your commentary by Friday 3rd August ahead of the next Committee meeting. Your

comments will be considered and the draft finalised to go forward for adoption at the November AGM. This has been an important exercise that will result in a document that will serve us for many years to come.

In my last column I mentioned that Robert Johnston had stepped down as webmaster, what I did not say is that Robert wrote our current website & has maintained it over the past 12 years. He has put countless hours into this task and it is important that we recognise this effort made on our behalf. Thank you Robert.

As time moves on so does technology, today the website can be a platform that can provide greater benefit to members and encourage their direct participation. Our new Webmaster Brian Sadgrove has during his free time (when not working on the TR6) built a new website. The Committee endorsed the initiative and by the time you read this it will have gone live. In time a member's area will be established which will give you personalised access to a greater range of information than has been able to be posted in the past. In other words the site will be interactive and can only be successful with your participation. This is a step change for the TR Register and I look forward to the future. I won't say any more as Brian has written an introduction later in the TRansmission; however I would like to extend our thanks to Brian for sharing his expertise for our benefit. Once you have had the opportunity to view the new site we would welcome any comments you may have.

Cheers

Frank

Meet your committee



Trying to avoid having to write another story doesn't get you anywhere as it is now my turn to fill some space in our magazine. Where do I start? I have been surrounded by cars most of my life.

My mother's granddad had the first car in the south of Holland, where we came from in 1988. Her dad was motorcross champion in his younger years and my uncle and nephew have driven rallies. Navigation is a good start as you can start this without being old enough to drive a car and that way you learn the principles of this form of car sport. At the age of 7, I spent a night at a checkpoint with my dad in one of these events and that is as far as my car-memory goes back. Local car-club trials were a must and national championship trials followed, as well as helping my nephew in his rally team.

For 5 years I was the navigator in a service car in the Dutch rally championship as well as 3 Monte Carlo rallies in the time of the Group "B's" - the real monsters of the road, Lancia Stratos, Audi Quattro, Opel Ascona, Fiat 131, and even Triumph TR8s driven by John Buffum.

I met Marian at age of 18, just old enough to start driving my first car, mum's old Vauxhall Viva HB. We married in 1979, have 4 kids (all adults now, the youngest being 26).

In 1988 Holland started to get a crowded and we decided to make a fresh start in New Zealand.

Between 2002 and 2009 I have been going back to navigate in the "2000km through Germany" with dad, in his 1937 Opel Super 6. This event is similar to the Mile Miglia in Italy.

And that is where my relation with Triumph starts. Coming back in 2002 I saw my TR2 for sale and my son remarked that my uncle in Holland had "one of those". This happened to be a TR3A and he had been navigating for Maus Gatsonides in the Triumph factory rally team in the late 50's.

Once you have a TR you join the TR register as source of information and parts and the rest is history. You meet new people and make new friends, get sucked in and carried away. And that is where we are now. In the meantime the TR is joined by 1 1/2 Triumph Super 7(1930) and a Triumph Gloria.(1936) as well as an Opel Kadett(1938) and recently an Opel Kapitän(1953).

So enough cars to fill in the extra time when not installing or repairing air-conditioning around Auckland.

Now you know next time we meet. Until then, safe TRavels

Jan



EDITORIAL TEAM *TALK*

Welcome again to your magazine. Following the bumper edition after Nationals, we're back to normal volumes and format this time.

It's getting a bit cooler in the South (but there isn't snow lying in the streets every day as some of you in the north seem to think), so TR use is perhaps a bit less frequent. But after a good frost comes a good day, so, with the right gear on, an invigorating topless drive is often just what the doctor ordered (he recommends a regular glass of good red wine too).

Speaking of snow lying in the streets, there is a photo on the inside front cover of a Canterbury TR6 sitting in the white stuff - they did have a decent fall of snow a few weeks back, and plenty of ice the next day to keep driving interesting.

And speaking of Canterbury, you will have read Frank's acknowledgement of the excellent work done by Dave and Jenny Tong as the group leaders in that patch over the last four years. We would also like to thank them, and particularly for their consistent, timely, and quality contributions to Transmission.

The first article from the new leaders, John and Denise Jones, is available for your reading pleasure on page 10. On page 11 is a beautiful photo looking over, I believe, Lake Aviemore, in the McKenzie Country - we live in a magnificent country and travelling around it in unique cars, with excellent company, makes it all the more special.

And speaking of photos, after a gap to accommodate our Nationals photos in the March Transmission, we are pleased to again be able to share with you two more of the prize-winning photographs from our competition late last year. The front cover shows a typically beautiful driving scene and the back cover a selection of TRs at a Dunedin car show - congratulations Graeme Thomas and Keith Allott respectively for your winning efforts.

And speaking of Keith Allott, we (Stephen mainly, says Brian!) owe Keith and Bev an apology. In the last edition we ran a photo of a celebration that the Deep South Group had at Keith and Bev's home. We mentioned it was their 70th wedding anniversary, which as the alert amongst you will have picked up immediately (and some of you did) would place them in their early 90s! They are not. The event was their 50th wedding anniversary - only 20 years to go guys and we will be able to celebrate with you again.

We encourage you to read the article on page 22 from our new IT coordinator, Brian Sadgrove, who is proceeding with improvements with real enthusiasm. Thanks Brian. The website has been updated and there is more to come over time, as Brian sets out. What's exciting from a Transmission viewpoint is the plan to make electronic copies of the magazine available on the website (to members only).

As you know our plan has been to email all of you an electronic copy in addition to the hard copy which will continue unchanged. Making this available on the website will be much easier for us, and will give you, the members, the option of downloading a full colour e-version (or not) if and as you wish.

It may seem early to be talking about Nationals 2013, but it will come around very quickly and is something to look forward to. Turn over to the next page for the first official newsletter about the plans already well under development. If you look at the photos, you will see they all show blue sky, and Alisdair, on behalf of the Auckland team, has guaranteed that is what we will enjoy when we visit.

As always, thanks to those who provide us with the interesting articles, news, technical info, and photos that make up Transmission. Please keep them coming.

Looking forward to the Spring edition.....

Stephen, Trevor, & Brian



TR REGISTER NATIONAL WEEKEND 2013 AUCKLAND, NEW ZEALAND

Thursday 28th February to Sunday 3rd March 2013.

Welcome to the first update for this important event on our calendar.

We have booked the Barrycourt Motel in Parnell as the central venue for this event. This is just along the road from the Parnell Rose Gardens and is walking distance to Parnell Village shops and cafes, plus the museum and other places of interest.

We will get together there on Thursday for drinks, nibbles and lots of stories. The majority of people will be arriving from the south, so we are planning to meet those not familiar with Auckland at Bombay and escort them into the city, avoiding the worst of the traffic. Local knowledge does help.

Friday morning there will be a short trip to the Concours venue which will be held on the waterfront. While this is taking place, the ladies and those not involved, can take a ferry ride to Devonport for morning tea and some time to explore this historic area. Auckland is a great sight from the water, something we have plenty of, not the sort that falls from the sky that has been a feature of the last two National Weekends. We are not planning for any of that.

On Saturday we will be motoring north via the west coast to explore this area. There are many attractions, such as wineries, art and spectacular views, but best of all, open roads which are TR friendly. Driving back to Auckland there are plenty of vantage points to take in the views, especially those of the city. We want to show you the city we love, and others love to hate. You won't know what you are missing until you see it - after all 1.5 million people can't all be wrong. On Saturday evening we will return to the Barrycourt Motel for a gala dinner.

On Sunday, we plan a tiki tour south for a farewell lunch, where those not keen to return home will head back north for the traditional after-tour.

We are planning a relaxing and enjoyable weekend, with emphasis on the ladies. There will be time to explore the shops and other places of interest. For those not used to Auckland and worried about the traffic – don't, all driving will be planned to avoid peak times and traffic bottlenecks.

If you would like to whet your appetite and swat up on Auckland – visit www.aucklandnz.com or www.barrycourt.co.nz

If you would like to know more, or perhaps make an early booking (we have a reference number for the motel)

Contact – Jan Hendrix jhendrix@xtra.co.nz or Alisdair Keucke keucke@xtra.co.nz

Canterbury Tales...

As I write this, I can look out of the window at the remnants of the big snow storm we had here on Wednesday. I guess this signals that winter is here, and if you could see the Southern Alps, covered in snow, you might agree. But at the moment the sun is shining in a clear sky and the outside temperature is a balmy 8 degrees centigrade (compared to the minus 4 or 5 reached on Wednesday).

Some interesting events occurred in the Canterbury Region since publication of the last Transmission. In April, we joined the Deep South Group on a weekend away, organised on our side by Dave and Jenny Tong. Seventeen of our members met for morning tea at Juliana and Warwick Prothero's lovely home on the northern end of Ashburton. The weather was overcast but dry and well suited to driving. After a refreshing cuppa and some tasty muffins, and a short period of admiring Warwick's car collection, we headed south towards Waimate, where we were to meet the Deep South Group. On route we met up with six more of our members, so arrived in force (23 of us) at the lunch venue.

The Deep South Group were already there, in similar numbers to us and after a good lunch we set off on a great drive up the north side of the Waitaki River, which happens to be the Canterbury – Otago 'border'. We crossed into Otago at Kurow (Richie McCaw's hometown) and carried on up to the magnificent lakes of Aviemore and Benmore. By this time the sky had cleared and we were treated to a great autumn day in the heartland of New Zealand. We had enough time at the lakes to view the Power Scheme visitor centre and marvel at the size and audacity of the Benmore Power Project. The civil engineering involved is something to behold.

After soaking up some of the magnificent beauty of the lakes, the group made its way to our overnight lodgings at Otematata, overlooking the golf course. The late afternoon was brisk but sunny and the group enjoyed the last of the day over the traditional liquid nourishment that tends to accompany TR outings.

The following day we said farewell to our Southern brethren and made our way home, via Omarama, Twizel and the McKenzie basin. The sky was clear and we had a great view of Mount



Cook on our way home; even better the roads were empty and we had a great drive. The combined event with the Deep South Group was a great success and there was a strong desire among the participants to make the event an annual affair. We will work on this.

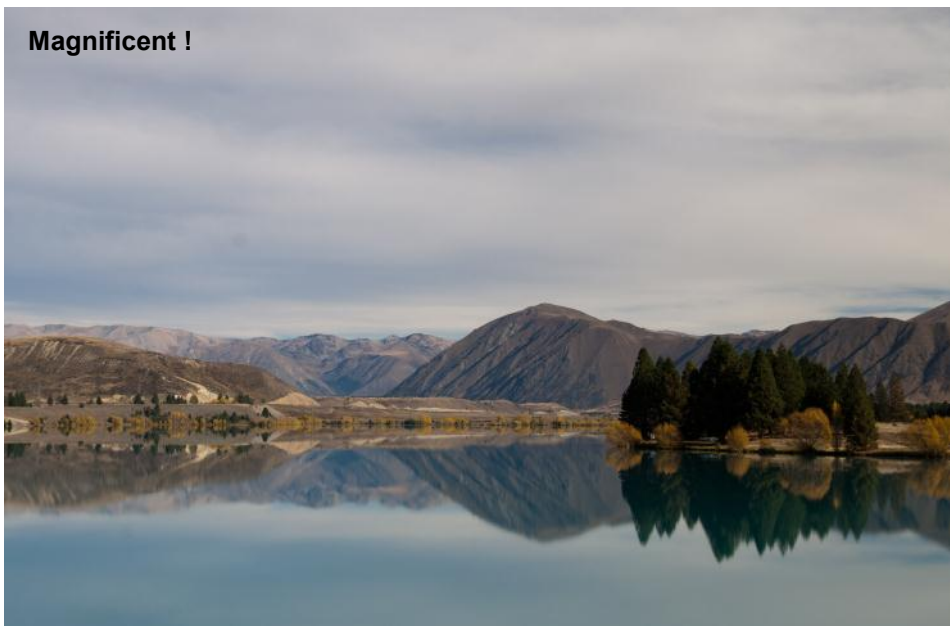
The second significant event for Canterbury was the 'retirement' of Dave and Jenny Tong from the role of Group Leaders for the region. Dave and Jenny have looked after us for the past three years and can take pride in their efforts and success in building a strong and active group. Dave and Jenny aren't going anywhere, so will remain active members of the Group.

The last event to speak of was our Monthly get together. A great turn out saw 31 people congregate at the historic Pomeroy's Pub at the bottom of Kilmore St in the city. This old red brick building suffered some damage in our earthquakes, but gladly has been repaired and strengthened. The Pub provides good food and a magnificent choice of fourteen or so, boutique beers.

Our group's next social outing is scheduled for 27 June, to be held somewhere on the south side of the city.

John and Denise

Magnificent !



Hawkes Bay Happenings...

Summer is best forgotten, autumn was quite settled with a lot of sunshine and now we head into winter which hopefully won't last too long, although a good time to do those maintenance bits on our TRs. It is funny how the weather in our little country can be so different - the day of the Christchurch snow and record low maximum of 1 degree, Hawke's Bay was in sunshine with a temperature of 21 degrees!

Things have been a bit quiet on the TR front. We continue to have our monthly Club Nites with a small regular attendance.

On the first weekend of May we hosted some members from Wellington and Taihape. We met on Saturday at the Paper Mulberry for a lunch in the sunshine then a drive over Te Onepu Rd (often used for a hillclimb) to Ngatarawa Winery for a tasting and purchases then to Salvare Winery for the same, although not so many purchases. An evening meal at the Indian Palace in Napier capped off the day.

Sunday everyone went their own way, some shopping, some to the Farmer's Market in Hastings and some to the HB Hotrod Club swap meet, where the odd purchase was made.



TRs at Ngatarawa Winery

It was great to have the out of town members visit and hopefully we can do it again sometime.

Sunday 27th May - a walk around the Ahuriri Estuary was undertaken by some members. Again it was a lovely sunny day. The walk goes around the edge of the industrial area and then along the old road out of Napier. This was still used up until the 1990s. It is quite narrow and the concrete bridge which was offset by the 1931 earthquake is a stark reminder of the force of nature.

After the walk, a stop at Linden Estate Winery for lunch only to find that the kitchen was closed for renovation so after a tasting we proceeded on to the River Cafe for lunch. Unfortunately the strong westerly wind blew some dark clouds over from the ranges and it was hoods up for the journey home. A pleasant day out to end autumn. We now look forward to the mid-winter meet in Taupo.

We hope the skiers amongst you have a good season.

Roll on spring.

Safe MoTRing

Graeme

HAWKE'S BAY CALENDAR

July 12th: Club Nite 7pm Venue to be advised

July 29th: Lunch Run, details to follow

August 9th: Club Nite 7pm The Station, Napier

August 26th: Lunch Run, details to follow

September 6th: Club Nite 7pm Venue to be advised

September 16th: Spring Picnic Run, details to follow

City of Sails Area Report

Again another 3 months have gone by. This year we here in the North had to wait till April for some summer weather , all in all only about 10 days of it before autumn arrived earlier then expected. With the busy summer season of showing of our cars behind us, as well as the National weekend, we fell on lean times.

The club nights were as usual attended by most committee members and maybe 1 or 2 other TR owners. In numbers this comes down to 6,8 and 5 people for the last 3 months . If I then open our magazine and see what numbers turn up in the other areas

In April we, the TR Register, were invited to join the ATTC in their visit to Ardmore where a photo opportunity was organised to have your picture taken with a flying Spitfire as the Triumph Spitfire celebrates its 50th year. Cars galore, some 28 in total and lots of time to catch up with like-minded people. Several TRs turned up for the occasion and lots of pictures found their way onto memory sticks and into computers for future reference. Thanks Allan (from the ATTC) for the invite.

In the first weekend of May, Marian and I went to Matamata to take part in the Dawnbreaker rally, organised by the Sunbeam club. Since Marian's parents shifted to Matamata recently it seemed a good opportunity to combine the two.

Now I was already aware of the oil leaks that seem to come standard with a TR but when I tried to start the car at 5.45, the all too familiar starter motor sound was all that I could hear. Again part #501217 had given up. Thank God the short driveway out of the garage went downhill so my mother in law didn't have to push too hard.

The morning was very crisp and of the 10 cars (9 Sunbeams and 1 TR) only 3 had no roof and only 1 no heater either. Weren't we lucky. The format was a scatt,er rally. Points had to be visited and questions answered to collect points , Too many points to visit and breakfast was going to be served in Kamai at the finish at 8.30. I have to say with more luck then wisdom we picked going towards Te Aroha first collecting points on the way. Going from Te Aroha west at 7 am, I saw a lone figure in the distance walking along and it looked like he was bare arsed. Dressed in only a black jersey he turned around once we were close it was clear that he had no ill effects from the cold. The things you encounter when you drive a TR! In total we covered 88 miles in 2 hours - not bad going on these open roads.

Back at the finish we collected 230 points , the best Sunbeam had 165.

On the way back we visited Tirau for some shopping therapy before heading home to Auckland.

The next day, first the starter motor and then the engine and gearbox were removed for some TLC.

At the end of May, the TR register was invited to join the Lotus club in their run to Warkworth. Alistair sent out email invitations to all members in the area - unfortunately Alistair and I were the only ones interested in an organised event.

Some 20 cars in total and a good run on interesting roads on a dry day. A perfect day, sadly missed by many of our members.

First we headed west before turning north and crossing the island to end up on the eastside for lunch in Warkworth. There we were joined by Nigel and Gloria Hill as well as Frank and Ann. This looked like a good replacement venue for the Salty Dog and the end of the year breakfast run, but unfortunately they don't do breakfast.

And this, my friends, is about all that happened on the TR front in Auckland. Time to put the car in hibernation over winter and have it ready for next summer, if we get one. And time to start working on the National weekend in the big smoke next year.

Have a good winter and till Spring,

Jan & Marian





Deep South Group

Here we go, the winter edition of the Deep South News. It's certainly been a great start to winter up until today and, boy, has it made up for it. Not really open top touring weather!

We have had good turnouts to our monthly club nights spread around various eateries about the city. These nights are a great way to find out what is going on around the Deep South and to catch up with what members have been up to since the last meeting.

Jo and Colin Deaker organised a "Change of Seasons Tour" for the group in April, to give members a chance to give the cars and themselves a good blow out before Winter set in.

The day started with 17 cars meeting down at Logan Park High School and being given our running instructions for the day. It was then on the road to our first stop, coffee, at Moeraki Boulders Restaurant. This place is becoming a regular watering hole on our runs, as there is something special about sitting, having a cup of coffee with fellow TR members, and watching the waves breaking on the beach. From here it was on to Waimate for lunch, taking in Kakanui coast, the back roads of Oamaru, and the well used touring seven mile road, keeping an eye out for cow sh--- which seems to be par for the course these days when you are out in the country.

Lunch was at Cafe on Queen in the main street of Waimate and it was here that we met the Canterbury TR Members who did their own run down to join us for a combined weekend.

After feeding the inner man (or woman) we all headed off up the Waitaki Valley. The weather was great, the Autumn colours were something to behold, as it's a great part of the country at this time of the year.

Colin and Jo had organised for us all to go to the Benmore information centre to have a look at how the Waitaki Hydro Schemes had developed over the years. It was certainly a nostalgic trip back in time and it was good to have those amongst us who could remember either seeing or being involved with many of the aspects of the developments.

From there it was onto the Otematata Hotel, our accommodation for the night. Once everybody had got themselves settled in it was into the reason we were there, socialising with our fellow Canterbury members and having an enjoyable time.

Next morning we were introduced to the new Canterbury area Group Leaders, John and Denise, and to say goodbye to the Canterbury team as they headed off North and the Deep South team headed south over the Lindis Pass to Tarras for morning tea then on to the Chatto Creek hotel, a well known watering hole on the Rail Trail, for lunch. It was here that we celebrated Mark McLaughlin's birthday with a very special birthday cake, supplied courtesy of the hotel management. It's the first time we have seen Mark lost for words.

Thus ended a great weekend, we will have lots of great memories of our time on the road and the first of the combined Canterbury / Deep South Group get togethers.

All the Deep South members would also like to take this opportunity to thank Dave and Jenny, the past Canterbury area group leaders, for all their support over the years, and we look forward to having them join us in future get togethers.

From all of us down here in the Deep South have a great winter motoring season, remember, it's only 6 months till Christmas !!!

Jane and Trevor



Combined Deep South and Canterbury groups on shore of Lake Aviemore

NEW GIVE WAY RULES



From 5am on 25 March 2012 the Give Way Rules have changed. How are you coping?

There are a few special rules hidden deep in the new legislation that the Police haven't promoted - did you know.....

- ◆ British cars will continue to have right of way over Japanese cars
- ◆ Holden will never give way to Ford, and vice versa, leading to collisions whenever they meet
- ◆ Trucks will continue to have right of "weigh" because they weigh more
- ◆ Buses weigh a lot, but being a form of public transport of course never get right of way.
- ◆ Classic cars have right of way with some exceptions (see next point)
- ◆ For example a Ford Capri would claim classic status but does not have right of way because it's not cool....and it's a Ford.
- ◆ Citroen DS claims right of way as a classic, but no one ever gives way to the French.
- ◆ Real classics claim right of way over not really classics like a Rover 3500 (great engine though - Ed)
- ◆ Ordinary cars give way to a police car
- ◆ Traffic police will continue to give way to real police trying to catch Sheryl West.
- ◆ Police cars still give way to ambulances.
- ◆ And I guess if two ambulances meet they both have right of way and collide. Cool...

Wellington Wafflings...

Autumnal TRavels – Wellington and Hawkes Bay TR get-together

A beautifully fine, crisp Waikanae morning greeted the four TRs (one incognito in Porsche 911 skin) on Saturday 5th May as we gathered for our maiden Club journey to hang out with our Hawkes Bay neighbours for the weekend – a wistful notion raised in conversation at the recent CHC Nationals, and speedily and generously acted upon by Graeme & Joy Thomas and the HB team, who soon put words into action and invited the WellingTRons to visit.

It's always much more fun to TRavel with one's cuzzy-bros and despite fairly heavy traffic, with a good run over the Pahiatua Track, in no time it seemed we were pulling in for coffee/breakfast at Woodville (Cafe in the old bank building did not disappoint with their free-range scrambled eggs).

Not realising we had heaps of time and could have checked out the secondhand/antique shops, we headed towards the Bay, encountering many roadworks on the way (so much for the car clean!), arriving at the lunch venue in Te Aute bang on 12 noon – only to discover an hour later, that the meeting time was 1pm! Not to worry, it was a beautiful day and we secured a table on the verandah, all the better to spot each incoming TR. And as one of the first arrivals, from Taihape via the recently sealed Gentle Annie, we were delighted to greet Barry and Linda, having missed their company at the CHC Nationals. Our group progressively took over the verandah with 20 TRers catching up over a leisurely lunch.



**And another combo
- Wellington and
the Bay members**

Next on the programme was a bit of a blat over the hills (a well known hill-climb road which Bruce Hislop had obviously driven a few times), along the crest affording glimpses of stunning 360 views (if only my neck would swivel that far/fast), and through picturesque valleys of lush farmland, to suddenly find ourselves on SH50 near

PTO

A break for *another* wine tasting.



Maraekakaho. On the main highway once more, we took the scenic route to Ngatarawa vineyard, passing row upon row of vines still clothed in their glorious autumn colours.

We'd been expected and were quickly supplied with a tasting glass and something delicious to sample (hmm, should've taken the luggage-rack basket after all!). And just a few gates down the road we came to our second vineyard sampling at Salvare Estate - an informative session, and for those who weren't sure before if they were oak or unoaked Chardonnay lovers, the decision was made clearer.

Late afternoon and fading sun saw cars disappear in all directions as we made our various ways home/to motels/to guest bedrooms. Thanks to the generous offers of beds for the night, two WN TRs snaked up Napier's Bluff Hill behind the Thomas' TR to discover not only did we have beds, but the TRs had cosy garage space too! (yes, I hear you Steve!).

A quick unpack, a lighted fire and time to unwind before heading back downhill on foot to the local curry restaurant and yet more bon hommie :-)
And just quietly, more practise needed for those steep 100+ steps homewards that evening!

8.30am was to be the starting block for Sunday, but with the many wonderful choices on offer, the group became fragmented with the Farmers Market in Hastings for some, the car swap meet in Napier for others, and the balance to the Emerson St shops at the bottom of the hill. An even later start as a result of garden ruminations (U-shaped raised vegie blocks a definite winner!) saw the Bluff Hill folk scatter in two directions, agreeing to meet up again at 11.30am. The girls kept their end of the bargain and just one quarter of one side of one street-block later saw us (new boots a piece in hand) rushing back in order not to be late – only to find the blokes were only two rows of five-eighths of whatever into the swap meet!

A whole hour later (and a small portion of Joy's garden in cuttings bound for WN) the happy and unrepentant chaps returned to find the WN TRs packed up and ready to go (unprecedented with no rush to repeat, but yes, girls can pack the car; squishy fruit and cuttings a priority!) – onwards for lunch just over the hill to port side.

Shame not to catch up with some of the weekend gang again, but by all accounts everyone enjoyed their individual Sunday morning pursuits – we certainly did. And it was still tops down as we headed out of town early afternoon, although a detour through Havelock North saw us running for cover and a quick hoods-up.

With Monday off work, we caught up with the Hislops again on Sunday night (more special TR parking thanks Bruce!), and on Monday morning enjoyed a warm and sunny topless cruise south via the Saddle Road to Palmerston North, and onwards to Wellington.

Many thanks to our wonderful hosts, the Hawkes Bay Team, for putting together a warm and memorable weekend - hope we can do it again sometime, and have you in our space in between.

Rob & Steve Brettell (1968 TR)

For the Wgtn team

THE TOP O' THE SOUTH

WAIHOPAI VALLEY CAR RUN.

On 22nd April Bill Rogers (TR3A - pictured) and Brent Cameron (Doretti) accompanied members of the Nelson / Marlborough Classic Touring Society on a Waihopai Valley outing.

The day in northern Marlborough dawned with vestiges of an early season frost. Chilling mist shrouded the hills and enveloped some of the highway south. The drive to the Blenheim Railway Station rendezvous was a pretty cold affair, and a reminder to those with rag-tops, that it's time to bring out the padded jackets, hats and gloves.... (or perhaps for the more traditional among us, a leather flying helmet , aviator's goggles and a long trailing scarf!)



But our two TR Register members are made of sterner stuff, and endured the chill of an early morning start, before reaching the clear skies and warmer conditions waiting at Blenheim.

After meeting the other cars at the Railway Station, it was off to the Blenheim suburb of Grovetown, to look at the magnificent classic car collection of Mike Beavon. No TR badges there, but a very impressive display of original classics, and some reproductions of early classics. Amongst those under Mike's ownership, a 1938 Morris 8, a 1937 Jag SS100 replica, a 1962 Morris 1000, a 1971 MGB Roadster, a 1973 Beetle 1303S, a 1988 Daimler 3.6, a Mercedes 203 E55V8, a custom handmade Jag XK130, a 1990 Bentley 900 Turbo R, a 2005 replica of an MGTD.... and still the list went on. All housed in superb garaging. Thanks to Mike for sharing his passion.

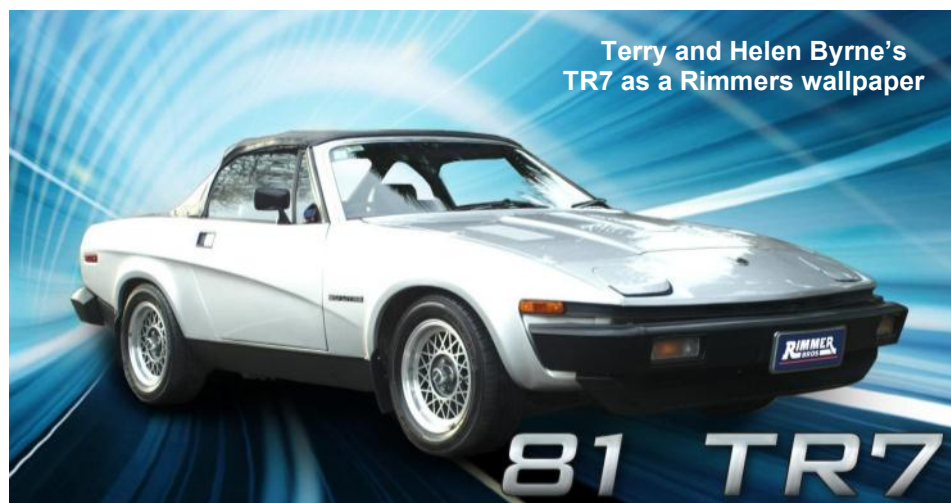
Then the cars left in convoy, and brilliant sunshine, on a drive to Pat Clay's property in the Waihopai Valley. Pat had some classics under restoration, including a rare 1936 Caterpillar Twenty Two tractor that he had.

A good look at Pat's projects, and a chance to talk about his various undertakings, was greatly appreciated. Then it was time to share the hospitality of Pat and his wife. Their barbeque was fired up, food cooked, salads unpacked and 3 dozen happy visitors from the 20 cars taking part, sat in the magnificent surroundings enjoying a great meal, in great company.



Brent and Bill appreciated the opportunity to represent the TR Register, and give their versions of the TR marque an outing. A special thanks to all who helped make the Waihopai outing a great success.

Bill Rogers (TR3A)





When taking on the role of IT co coordinator for the TR Register, I was tasked with reviewing our current systems for the website / member database and vehicle register with a view to upgrading to something with a more modern look and enhanced functionality.

I am delighted to say we have found something very suitable and by the time you read this we hope to have achieved go-live for the first stage of the rollout. This is an exciting and major step change for the Register and especially for members participation and over time we expect this will be a significant tool for the use of all.

To get your taste buds going, here are a few steps / functionalities you will see progressively over time;

- The first roll out will have similar topics to what we have now but far more modern in its look and use and colour
- There will be separate pages for the Regional Groups
- The calendar of events will allow RSVP's and this can be used for the more significant events.....it also updates your calendar in your personal Outlook if you wish

Later there will be;

- A gallery section with photo albums from events like the National Weekends or local events.....maybe even photos of members restoration projects and the like
- A forum for members use only to post questions and seek help and advice from other members
- Another page will hold technical information of various nature to also help members with issues and research
- Members details will be available on line for members to view only (the public will not see this). So much easier to find other members in your area or out of town you may wish to contact....search by name / city / vehicle type etc
- The vehicle register will also be available on line for all the known TR's in the countrynot just the members' cars
- And more.....

The website address will be the same as before so no need to change or look somewhere else for it.....one day when you log in it will look very different. As mentioned by Frank, I would be delighted to receive feedback on the new site and any comments regarding further enhancements or content you could contribute to.

To ensure our information is as up to date as possible, please advise me if your email address is new, has changed , or hasn't been provided before. Send details to info@trregister.org.nz

Email notifications will be sent to all members advising of the confirmed go-live date and further modules as they are introduced, so stay tuned.....and happy surfing on the new website

Brian Sadgrove

IT Co-ordinator

NEW MEMBERS

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

Rocky & Rebecca Fiske	TR6	Rotorua
Norm W Holland	TR2	New Plymouth
Mark Stevens	TR6	Auckland
Paul & Gael Sweeney	TBA	Prebbleton
Mervyn & Kaye Thorburn	TR4	Te Awamutu
Andrew Weatherley	TBA	Whakatane

The Registrar Reports...

The Mysterious TR2 Speed Models

For many years three TR2s sat forlornly in a Te Aroha carport, apparently bought as accident write-offs and waiting for a restoration project that never came to fruition. One body had even been cut in two to help with storage.

In the mid-90s along came Register member Dick Marshall who retrieved the three cars. He restored one (TS3723-O) for his own use and still has it to this day. The second (TS3428-LO) is now with Nigel Hayman, and the third car (TS612-O) was purchased from Dick in the late-00s as a joint restoration project by Register members Barry Wilson and Shane Taylor.

TR enthusiasts will be well aware of the publicity runs at Jabbeke in Belgium, where a basically standard TR2 reached a timed speed of 124mph. The main modifications from standard were the fitting of an aluminium undertray, tonneau cover and rear wheel spats for streamlining purposes. The engine was standard, but believed to have been blueprinted. Bill Piggott's research turned up three (so far) TR2s listed in the factory records as 'speed models', which apparently had the additional letters 'SP' after their commission numbers. He has never seen any other mention of such cars, but he suspects they may have been replicas of the Jabbeke car.

A chance comment by Oz TR2 enthusiast Viv Paine about the probability of one of these mysterious 'speed models' being in New Zealand soon had the memory banks and Register records churning. It didn't take much research to realize that the third TR2, now with Shane and Barry, is one of those mysterious speed models - TS612-O!

Viv's comment: ***"It's pretty exciting to discover the world's only known example of a very special and little known TR. The TR2 experts in America were pleased to hear of the Speed Models when I became involved with the Vintage Triumph Register's TR2 worldwide survivor list."***

"Just briefly, the famous Jabbeke high speed run in an experimental TR2 created so much interest that the factory decided to offer replicas to the public. As Bill Piggott wrote, only 3 cars were produced. TS19(SP)LO was made to launch the Speed Models at the 1953 London Motor Show. Thereafter it disappeared. Being LHD it most likely went to Europe, but the USA was also a possibility. Shortly after two RHD SP cars were shipped to New Zealand, circumstances unknown, but presumably dealer ordered."

"Evidently the 'SP' suffix did not appear on the commission plate, but the London Motor Show car is listed in the records as TS19L(SP)-O indicating a LHD speed model fitted with overdrive. The other listed speed models, TS612(SP) and TS767(SP) also did not have 'SP' on the commission plate."

Barry and Shane are now well under way with a rebuild, and have been able to confirm some unusual features on the car. For instance there are holes (complete with large PK screws in the chassis and under the body sills) which indicate that an undertray was fitted at some time. It has an aluminium bonnet, and an aluminium centre dash panel.



Each of the rear brake plates have also been modified with cooling holes around the circumference and with air scoops with gauze filters fitted (see picture), although we believe this may be a later addition by a New Zealand dealer or owner. The chassis shows further evidence of hard competition life because the tubular mid-section body mounts have been damaged beyond repair, no doubt by a bombardment of stones on hillclimbs and rallies.

Shane is doing the bodywork and has a spare chassis upon which to marry the two body halves and fit new floors, etc. – Barry is looking after the chassis and engine work. The original engine TS614E is with the car, but Barry has not yet looked into any performance modifications that may have been carried out.

TS612 has a further local claim to fame by being the very first TR in our NZ Register records. Being a very early TR2, it has square glass tail-lamps with a separate reflector mounted underneath. The original and uncommon body colour was Ice Blue. Dick Marshall's car (TS3723) also has drilled backplates, indicating that at least two of the cars recovered from Te Aroha may well have had the same owner...

So far so good, but several chapters of the mystery remain:

- who used TS612 in NZ competition, seriously enough to modify the cooling on the rear brakes and bombard the underside with gravel?

- what happened to TS767(SP)? - we have never had any NZ record of this car, even though both SP cars apparently landed in Christchurch. We do know it was Black with a Blackberry top, a most unusual ex-factory combination...

- why was a large hole cut through the commission plate and scuttle – it certainly doesn't look factory quality??

Thanks to Viv Paine, Bill Piggott, Barry Wilson and Shane Taylor for their help in preparing this report. Any comments or information are most welcome.

Kevin Tinkler

IT'S A SMALL WORLD AFT**TR** ALL

The magazine editorial team received the following email from an interested TR friend in France.

Good morning.

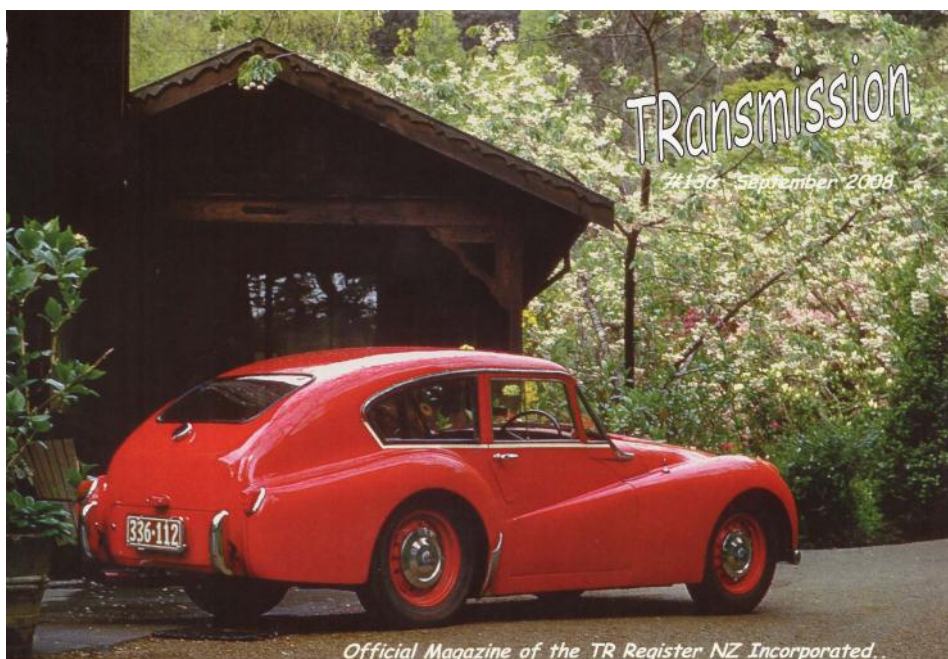
I allows me to contact you. For we are many in France it has to ask what this car is pictured on one of your old magazine. (Photo attached)

Thank you for your reponce.

Stéphane Bouchet

Not that surprising I guess that others around the world browse the internet for things TR, just as many of us do, but it's fascinating that they focussed on a very unique TR from NZ (and Dunedin in fact) that featured on the NZ Register website, and went to the trouble to ask about it.

The pictures below and on the next page are of the front and back covers of the September 2008 TRansmission, which had an article about this car. It was written by Kevin Tinkler, who was the then Registrar (and indeed he still is -





thanks Kevin) and also then magazine editor.

The cover was spotted on our website by our French friend who didn't recognise this particular TR. And neither would he, as it was specially modified by a Dunedin optometrist of the day who, I believe, wanted to make the car more suitable for regular family use.

And to add to the interest, for some of us anyway, the coachwork was done in 1957 by a business called Clements and Stephens. That company still exists in Dunedin, and its owner Steve Roy is a passionate classic car man (Porsche, E-type, Mercedes, and probably others) who joins in many of the car runs that the TR Deep South Group attend.

Of course, we have sent Stéphane a copy of the cover shots and the article, and he was very grateful.

Isn't the internet a wonderful thing. And isn't it special that a common interest in TRs can bring people from around the world (and within NZ for that matter) closer together.

Stephen

Tech bits and pieces

Batteries and our classics

Like all things, even car batteries are a bigger subject when you look into them!

An automotive battery is a type of rechargeable battery that supplies electric energy to an automobile. Usually referred to as an SLI battery (*starting, lighting, ignition*), to power the starter motor, the lights, and the ignition system of a vehicle's engine etc.

In this age of electronics in our vehicles, the current batteries for the mass market are made to suit the modern vehicles built in the last few years. These are not always the perfect choice for our older classic vehicles with their old fashion charging and starting systems. The world of batteries has been going through constant evolution and change. The more recent Hybrid vehicles are being fitted with very different types of storage batteries than ever seen before.

The old cars in their day had batteries that you could check the fluid levels and were generally speaking larger in plate size and physical size to help at the engines starting up time. With the development of the alternator, the power outputs have increased dramatically since the 1970's. Also most of the modern starter motors have a gearbox type ends on them that have increased the cranking speeds in many cases and this has made the start up a whole lot faster. The older starter motors required larger crank amps to start. The battery manufactures have a specification to help us to get the right battery to suit the vehicle.

This specification is called CCA (Cold Cranking Amperes) it is the amount of current a battery can provide at 0°F (-18 °C). The rating is defined as the current a lead-acid battery at that temperature can deliver for 30 seconds and maintain at least 1.2 volts per cell (7.2 volts for a 12-volt battery). It is a more demanding test than those at higher temperatures. For many of our older English cars for example a CCA rating of 500 is required as compared with current medium sized modern cars with just a CCA rating of 310-350.

Well that is only the starting side! The charging is another story. In short, a generators only produce 17-27 Amps and alternators 25-60+ Amps. The generators take a lot longer to "top up" the battery after starting than an alternator. Generated cars are likely to need the assistance of a boost charge sometimes and to do this the battery caps are best removed. It is important to get generator equipped vehicles charge rates checked from time to time as the voltage setting can drop off! In most cases with the TR2-4A cars if you are driving with all the electric on (lights, wipers, engine & heater) and in most cases you will be using the battery (discharging it) rather than charging it!

Automotive SLI (*starting, lighting, ignition*) batteries are usually lead-acid type, and are made of six galvanic cells in series to provide a 12 volt system. Each cell provides 2.1 volts for a total of 12.6 volts at full charge. Heavy vehicles such as highway trucks or

tractors, often equipped with diesel engines, may have two batteries in series for a 24 volt system, or may have parallel strings of batteries.

Traditional lead-acid batteries are made up of plates of lead and separate plates of lead dioxide, which are submerged into an electrolyte solution of about 35% sulphuric acid and 65% water. This causes a chemical reaction that releases electrons, allowing them to flow through conductors to produce electricity. As the battery discharges, the acid of the electrolyte reacts with the materials of the plates, changing their surface to lead sulphate. When the battery is recharged, the chemical reaction is reversed: the lead sulphate reforms into lead oxide and lead. With the plates restored to their original condition, the process may now be repeated.

To sum up: As a general rule lead acid batteries with caps are suited to generators and sealed types to alternators! For those into club Concours the cap type batteries are correct in all the cars, but the TR5 and later cars are OK with sealed batteries if the alternator output is high enough.

David Mehrrens

Automotive Electrical Engineer.

We really appreciate you, our members, advising us of your experiences as you restore, drive, or maintain your TRs. If you have any tips you think worth sharing with your fellow TR owners, please let us know.

Our members have a wide range of “technical” expertise, so whether your information is highly detailed or of a general nature, someone is bound to benefit from what you have already been through.

So please keep the snippets of information, or substantial technical or restoration stories, coming.

And PTO for more technical bits and pieces

TR2/3 Steering Column

Ever wondered why there is this bracket welded to your car in the engine bay by the top of the steering column. On our way to the Christchurch nationals we visited Ken Saville and after viewing his car we now know why its there.

On the steering column there is a rubber collar to seal against the bulkhead and its the outer edge of this collar that tucks around the corner and into this bracket.



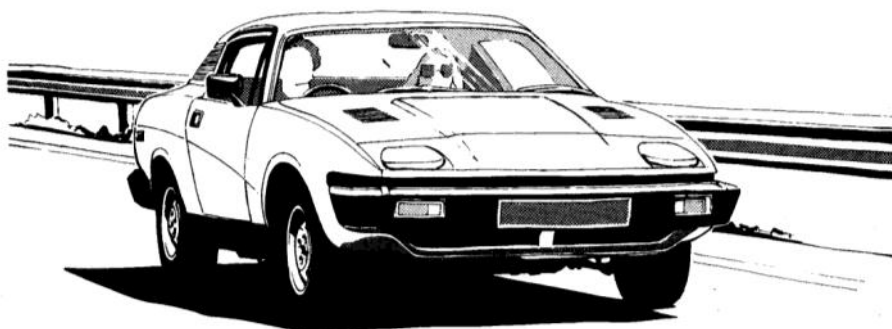
During the judging at the Wigram air-base, there were about 12 TR2/3's with their bonnets up and not one had this rubber in the bracket.

This could be where you find leaks coming into your car and its a simple job to tuck it into the bracket and squeeze the bracket down to hold it in firmly.

Good luck.

Nigel Hayman

Important advice re ignition systems (from manual)



DO NOT attempt to turn the ignition key to the 'LOCK' position, whilst the vehicle is in motion.

Spares News...

Trust you've all had a good summer of open top motoring without any unpleasant mechanical surprises to ruin your travels. Now with the arrival of winter it's a good time to consider all those little jobs you noticed during those summer outings that need doing. A new shipment of parts has just arrived into stock, so we are ready to supply all those parts you need for those repairs you'll be doing over winter.

Maybe you're thinking of replacing the disc pads, a quick and easy job for Saturday afternoon before you settle down for a cold one. But whether it's your jappa / eurobox or your 'pride and joy' the best of British TR it's the way you bed-in your new disc pads that really counts in getting satisfactory results.

The pad bedding-in process achieves 3 different things but remember braking performance will always be reduced until the recommended bedding-in procedure is completed.

1. Bedding-in allows the pad to wear to the surface of the disc and thus improves the contact area. Heavy braking at this stage can result in localized overheating and damage to the pad bonding agent or disc giving uneven friction, wear or distortion.
2. The pads use a binding resin to bond the friction material together. At higher temperatures the bonding agent gives off gases which causes brake fade and when they're new they are inclined to give off more gases resulting in loss of braking effectiveness and spongy pedal. Correct bedding in of a new set of pads will burn off the excess resins near the surface resulting in a stable friction co-efficient for the life of the pads
3. Disc pads work by using two types of friction, 'Abrasive' and 'Adherent' friction. Abrasive friction is the more obvious of the two and works more at lower temperatures but 'Adherent' friction is the one that does most of the work and comes into play at higher temperatures. For full effectiveness of adherent friction there needs to be a transfer of pad material to the disc, a very thin layer evenly applied that can only be effectively applied to the disc by the correct bedding-in process and this is all the more important when new disc are fitted. Running the brakes too hot before this layer has been established will result in random, uneven spot transferring of friction material to the disc.

Never do fast stop from high speed and come to a complete stop while bedding-in. This can result in 'pad etching' where friction material is unevenly deposited onto the disc causing brake judder. The most common cause of brake judder or vibration is from this uneven build up of pad material on the disc caused by incorrect bedding-in or panic braking from high speed. Initially the uneven layer may only be a few ten thousandths on an inch thick but will initiate brake vibration. As the pad starts riding the high spots, heat is generated transferring more pad material to the high spots. If the vibration is picked up early enough, the transferred pad material can be cleaned off the disc with sand paper etc. and the bedding-in process repeated. But if left, with prolonged driving

PTO

the 'high spot' becomes a 'hot spot' and can actually change the metallurgy of the disc creating hard spots or distortion, necessitating machining or disc replacement.

The bedding in process consists of regular brake applications to heat the disc and pads up to the adherent temperature to allow the formation of a transfer layer, so choose a quiet area away from traffic that allows for repeated speeding up and slowing down. Typically the bedding in process is done by driving slowly for the first few km's using brakes gently to bring them up to a moderate operating temperature. Then perform 6 consecutive brake applications of increasing intensity from 100km/h down to 30km/h. If wheel lock up is considered to be 100% brake effort you should be aiming to build up to 60 – 70 % brake effort for the last two applications. These applications should be performed consecutively accelerating back up to 100km/h before braking again. Do not come to a complete stop during the 6 applications. Drive on for a couple of kilometres after this process to allow the brakes to cool down naturally in the air flow past the disc before coming to a stop. For about the first 300km's use only moderate brake pressure, avoid long brake applications from high speed or long braking periods to slow the car going down a hill.

As some pad materials are designed to be effective at different temperatures it is important to follow the instructions if they have been supplied with the pads. Note: these same principles also apply to drum brakes

A full range of replacement disc pads, discs, cylinder kits and brake hoses are carried by the club.

Along with the stock order that has just landed is the current indent order and as usual this contains an interesting collection of body panels, trim items, engine parts & wire wheels that members have brought in. Its always fun unpacking these orders and I'm always amazed at the great range of parts that is still available to keep your TR on the road and in top condition.

If you want to bring in some parts in the next indent order to keep your TR in pristine condition or complete that restoration project, let me know ASAP, so we can get it organized and have your parts included. The next indent order closes off on 30th September for expected delivery early December.

For all parts or indent enquiries contact Kevin Glover Ph 09 625 9428 after hours or email spares@trregister.org.nz

Kevin

TRansactions



1962 Triumph TR4 road/race car.

15000km. Body off bare metal restoration, painted original SPA White. Many Racestorations (UK) suspension mods, Quailfe LSD, Quick rack steering, 5 speed Toyota gearbox, original 4 speed available and included. Transponder. Lynn Rogers built engine. Steel crank, carrillo rods, approx 3 hours running. Dyno sheets available (168 BHP at 6000 RPM). Log Book, cert. roll cage, "A" COD and heritage certificate. Puke' 1.14 with ray greens AES group. An everyday driver (a bit hard riding). Road Reg. and WOF.

Reason for selling--- At 73 years of age, I am finding it a bit difficult to get in and out of !
Owned for last 15 years.

Contact grahamlucas@xtra.co.nz or phone Andy Culpin 0211726345

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. Rego 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

1954 Triumph TR2, reg. BT303. Price \$39000.

See photo inside back cover

Concours winner in 2003, 2009 and 2011 at the TR Register Nationals, this is an early Long Door TR in stunning condition. Wire wheels and some chrome trim have been added, otherwise the car is completely original. Interior is in tan leather. Bare metal body restore in 2007 and finished in its original British Racing Green. All chrome work re-done. The hood and sidescreens are 'as new', as is the tan tonneau cover and stick cover.

I have had the car for 12 years and over this period have maintained the engine, transmission and running gear in excellent order. A full maintenance, replacement and repair history has been maintained by myself and the previous owner going back to the early 90's. Current Tax and Warrant. Moving overseas, otherwise there is no way this car would be on the market.

**Contact Mike Cronshaw
+64 4 2370751.**

TRansactions

WANTED

TR3a parts

Steering box. Extractor exhaust manifold to suit high port head. Inlet manifolds to suit Webers.

Also any sidescreen TR memorabilia, brochures, curiosities or items of interest.

Please contact: Pete Drummond
Christchurch.
phone 027 2218698 or 03 3841807
peterdrummond@radionetwork.co.nz

TR6 PI Inlet Manifold (set of 3)

Would prefer CP series however CR may do.

Contact: Neil Teika, 021 223 8661, email.
neil@littlemetals.co.nz

TR6 wanted.

Will consider all models/years and condition"

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

Surrey top for a TR4

Contact Belinda or David
0274373328

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

The Editorial team at Transmission and the Register's webmaster are very keen to help you buy the car you want, or the parts and accessories to make your existing car everything you want it to be.

If you've got a car or parts to sell, Transmission magazine and the TR Register NZ website are the ideal places to let the world (or those interested in the TR world at least) know what you have to offer.

Contact details are shown at the top of P2.



Waikato and Wellington teams gather on combined run



For sale - see page 35



MODELS 4 U
DIE-CAST COLLECTABLES

Coca-Cola
Cars Watching Cars

AXXONS